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Action Programme

Volume 3



3



January 1997



GUIDE TO STRATEGY DOCUMENT

Each Volume of the Strategy has a specific function relevant to different people and organisations and all are interrelated.

Volume 1 Main Strategy

Contains:
Key issues relating to Bridgend County Borough's landscape resource
A Vision for the County borough's landscape
Strategy Themes and Recommendations
A Strategy for each Landscape Character area
Mechanisms for Implementing the Strategy
Bibliography

Volume 2 Design Guidelines

Contains:
A Checklist for Developers
Overall Design Themes for the County Borough
Design Palette for each Character Area
Design Guidance for specific sites
Design Briefs for key development sites

Volume 3 Action Programme

Contains:
53 Landscape Schemes for Implementation in a prioritised and costed list

Volume 4 Technical Annex

Contains:
Background Information for the Strategy
Including Appraisals of Landscape, Ecology, and issues relating to the local Economy, Planning, Tourism, Sustainable Development and Community Consultation
An Action Plan for activities to implement the Strategy

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Introduction

SECTION 1.0

1.0 INTRODUCTION

1.1 General

This document is Volume 3 of a series of four documents which together make up the Landscape Strategy for Bridgend County Borough entitled 'Landscapes Working for Bridgend County Borough'. The Guide to the Strategy document at the front of this report explains the titles and contents of the other three volumes.

The intention of this volume is to set out a landscape action programme for the borough over the next five years. It is likely to be implemented mainly by the local authority although other bodies including Groundwork Ogwr and WDA will be involved.

1.2 Method and Criteria for Selection

The method for appraisal has been:

- A visual analysis of the main road and rail corridors, employment and recreation sites
- A sieve process of looking at sites which have arisen through the main consultation or landscape appraisal process which have offered particular problems or opportunities.

The criteria for selection has been:

- Feasibility of implementation which is primarily dependent on site ownership and access.
- Visual impact and potential for upgrading image of the borough in strategic locations
- Potential for upgrading areas of new or existing industrial development and employment sites
- Potential for benefitting the community
- Potential for improving the tourism and recreation resource of the borough
- Potential for upgrading the nature conservation value of the borough
- Cost effectiveness
- Non-duplication of other initiatives already in programme like reclamation or road schemes.

1.3 Structure of Action Programme

The report is divided into two main parts:

Action Programme Summary in Section 2.0 which tabulates the sites, their priority and type, likely implementation partners and costs.

Action Programme Sites in Section 3.0 where the individual sites are described in more detail and include site location plans.



Action Programme
SECTION 2.0

2.0 ACTION PROGRAMME SUMMARY

General

The sites are listed on the following pages and their location shown on Figure AP1. The following notes apply to the abbreviations:

Priority:

The sites are prioritised in order of those that will have the most impact in upgrading the image of the borough combined with community value. A: first priority to C: low priority.

Ease of Implementation:

Those sites that are least likely to encounter difficulty due to ownership, permissions, funding etc are graded 1 through to the most difficult, graded 3.

Type of scheme:

The following types are:

A	Access e.g. Community route
E	Employment site
EI	Environmental interpretation/tourism/recreation
H	Housing
MR	Major Roads
O	Open Spaces
RE	Reclamation
RA	Rail
RI	Rivers
SR	Secondary Roads

Implementation Partners:

Bodies who may be involved in designing, implementing, owning or funding a scheme are included. These are:

BCB	Bridgend County Borough Council
CCW	Countryside Council for Wales
FA	Forestry Authority
GO	Groundwork Ogwr
NRA	National Rivers Authority
PR	Private body
WDA	Welsh Development Agency
WO	Welsh Office
WTB	Wales Tourist Board

Capital Cost:

The capital cost shown is based on site area and on a unit area cost. It does not comprise a detailed estimate. The unit cost is varied depending on ratio of hard to softworks. Three years maintenance is included within the cost.

Maintenance Cost:

Annual maintenance estimate after initial three year establishment period.

LANDSCAPE ACTION PROGRAMME SITES - SUMMARY

Site No	Location	Priority	Ease of Implementation	Type of Scheme	Implementation Partners	Capital Cost (£1,000's)	Maintenance Cost (£1,000's)
1	Lay-by on A473 at Tan-y-lan	B	2	MR/EI	BCB/WTB	15	0.75
2	A473 Roadside & Central Reservation	A	1-2	MR	BCB	240	6
3	Bridgend Ind. Est. Roundabout, A473	A	1-2	MR	BCB	65	1.63
4	Waterton Depot Frontage & Ewenny Ind. Est	A	1-2	E	BCB/PR	66	1.65
5	Roundabout to A48 and A473	A	1-2	MR	BCB	50	1.25
6	Bridgend Ind. Est.	B	2-3	E	BCB/PR	111	2.78
7	Bridgend Approach (A473)	A	2-3	MR	BCB/R/PR	70	1.75
8	Bridgend Approach (M4 Junction 36)	A	1	MR	BCB	60	1.5
9	Ind. Est. Frontage (A4061)	B	2-3	MR/E	BCB/PR	14	1.4
10	Railway Bridge & Buildings (A4061)	A	3	MR/E	BCB/PR	38	1.9
11	Lay-by, Bridgend Approach West (A48)	B	1-2	MR/E	BCB/PR	40	2
12	Stormy Down (A48)	A	1-2	MR	BCB	33	1.65
13	Bryntirion, Roadside (A473)	B	1	SR	BCB	35	1.75
14	South Cornelly Bypass (A4229)	B	1-2	SR	BCB	40	2
15	Pyle, Southern Approach Roundabout	A	1	SR	BCB	20	1
16	Central Crossroads, Pyle	B	2	SR	BCB/PR	37.5	1.88
17	Cefn Cribwr & Kenfig Hill	A	2-3	SR/O	BCB/PR	84	4.2
18	Kenfig Visitor Centre	A	1-2	EI	BCB/CCW/ WDA/WTB	260	6.5
19	Lime Works, Stormy Down (M4)	C	1	MR	WO	30	1.5
20	M4 Junction 35 (Pencoed Approach - A473)	A	1	MR	BCB	15	750
21	A473 Pencoed Approach	B-C	1	MR	BCB	83	4.15
22	Wern Fawr/Wern Tarw, Hirwaun Common	B	1-2	SR	BCB	40	2
23	Cymdda (Sarn), A4061	A	1	MR	BCB	72	3.6
24	Brynnenyn Ind. Est. Approach Road	A	1	SR	BCB	33.5	1.68
25	Brynnenyn Ind. Est.	B	2	E	NUA?	60	3
26	Abergarw Ind. Est.	A	2	E	BCB/WDA	12	0.6
27	Garw Valley road junction to Brynnenyn	A	2-3	MR	BCB/PR	65	3.25
28	Bryngarw Country Park	A	1-2	EI/SR	BCB	55	2.75
29	Llynfi Road Junction (Tondy)	A	2	MR	BCB/R	37.5	1.88
30	Roadside Embankment (A4063) North Maesteg	B	2	SR/O	BCB	35	1.75

LANDSCAPE ACTION PROGRAMME SITES - SUMMARY

Site No	Location	Priority	Ease of Implementation	Type of Scheme	Implementation Partners	Capital Cost (£1,000's)	Maintenance Cost (£1,000's)
31	Paper Mill Frontage (A4063)	B	2-3	E	BCB/PR	50	2.5
32	Play Area, Maesteg (A4063)	B	2	O	BCB	35	1.75
33	Iron Works, Maesteg	A	2-3	EI/SR	BCB/PR	13	0.65
34	Twrnpath Mawr (Maesteg) * Subject to Land Acquisition	A	3	RE/F	*BCB/GO/ FA	150	7.5
35	Garw Fechan	A	2-3	EI	BCB/PR	66	3.3
36	Pontycymmer Town Centre	A	2-3	O/EI/A	BCB/R/PR	250	6.25
37	Bwch y Clawdd & Approach Road	A	2-3	EI/SR	BCB/PR/ WTB	250	12.5
38	Evanstown	A	3	F	FA/BCB/ PR	100	5
39	Brackla/Litchard Ind. Est.	A	2	E/SR	LAW/NUA ?	53	2.65
40	Ogmore-by-Sea Car Park	A	1-2	EI	BCB/VCB	190	9.5
41	Blackmill Centre	B	2-3	SR/O/EI	BCB/PR/ WTB	87	4.35
42	Pant-y-awel/Lewistown	A	3	H	BCB	50	2.5
43	Bettws	A	3	H	BCB/GO	100	5
44	Ogmore Vale Cycleway Crossing	A	1-2	A	BCB/GO	42	2.1
45	Porthcawl Approaches	B	1-2	SR	BCB	143	7.15
46	A4063 from Cymdda	A	2	SR/MR	BCB/PR	48.5	2.43
47	Ogmore Vale Community Park	A	2	RE/EI/O	BCB/PR	95	4.75
48	<i>Making Connections'</i> Valley Community Routes	A	1-3	A	GO/BCB/ [WDA]	See GO Report	See GO Report
49	<i>'Garw Valley Green Strategy'</i>	A	1-3	EI	GO/BCB/ [WDA]	See GO Report	See GO Report
50	Blackmill Industrial Estate	B-C	2-3	E	BCB/PR	56.5	2.83
51	Village Farm Industrial Estate	B	2-3	E	BCB/PR/ GO	188	9.4
52	Ewenny Industrial Estate	B	2-3	E	WDA/BCB/ PR	25	1.25
53	T&D Moulding frontage, (Garw)	B	2	E/SR	PR/BCB	16	0.8

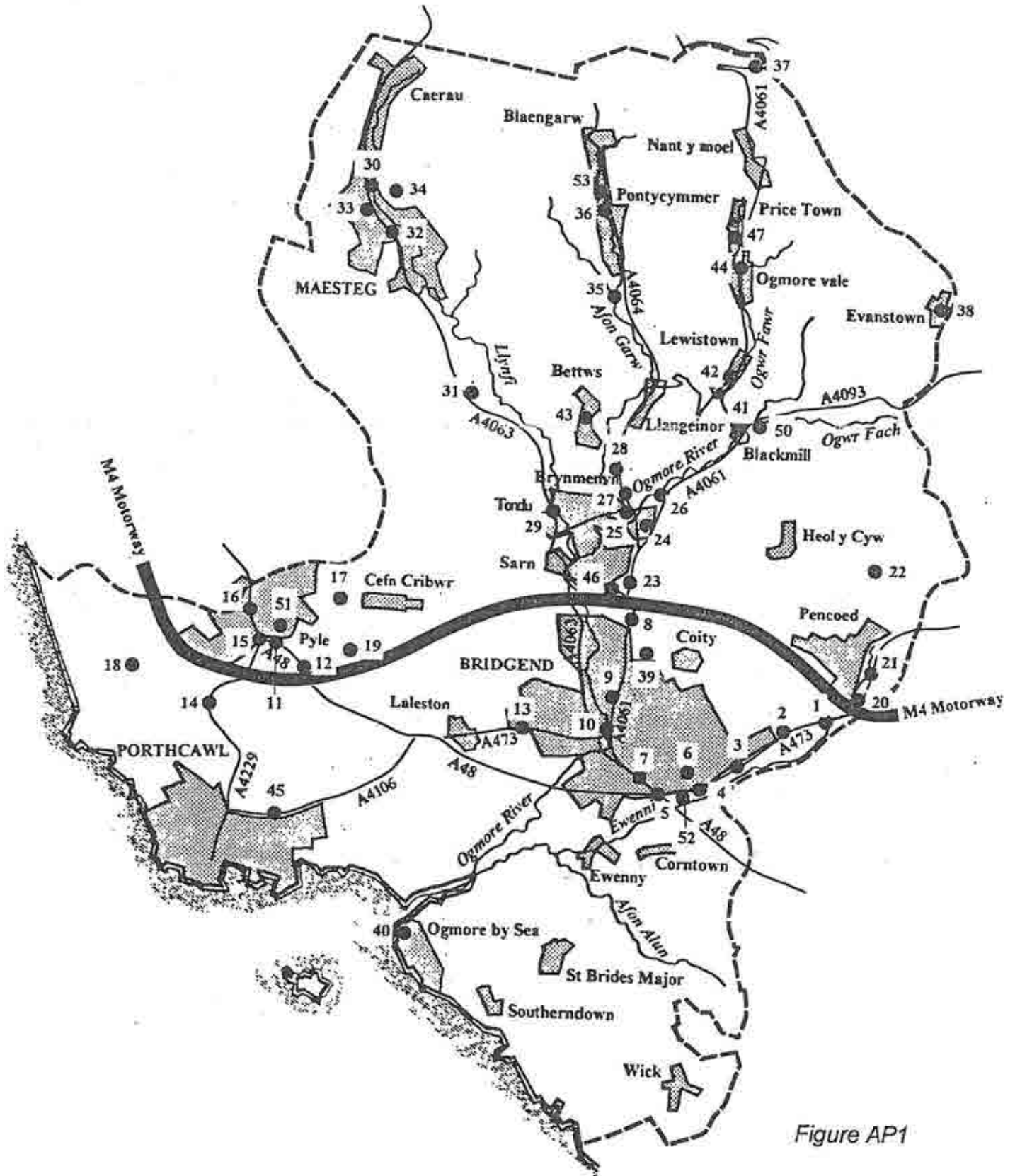


Figure AP1

Site Location Plan

*A*ction Programme Sites

SECTION 3.0

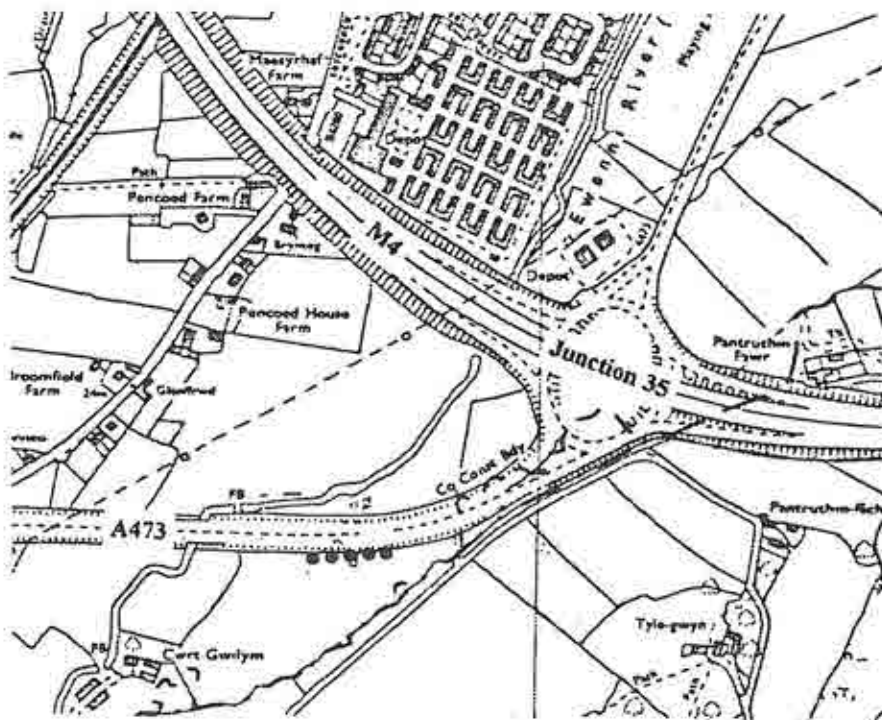
Site Appraisal:

Located just south of Junction 35 of the M4 (Pencoed) this lay-by is the first stopping point situated on the A473, a strategically important gateway corridor forming the main eastern approach to Bridgend.

Existing signage of adjacent landowner dominates the lay-by.

Proposals:

Provision of Tourist information point - map of Bridgend/coast/towns. Lay-by re-surfaced in contrasting colour to main carriageway. Retain 'low key' character. Selective tree planting to frame key views in accordance with interpretation. Re-locate/incorporate existing signage. Provision of litter bins.

*Information Summary:*

- **Site No:** 1
- **Site Location:**
Lay-by on A473 at
Tan-y-lan
(Eastern approach
to Bridgend)
- **Grid Ref:** 957802
- **Priority:** B
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
2
- **Capital Cost:**
£15,000
- **Maintenance Cost:**
£750

Site Appraisal:

A473 requires integration with surrounding landscape. The existing central reservation and roadside verges are predominantly flat mown grass offering no visual separation of the carriageway. Hedgerows and hedgerow trees flank the A473 beyond the verges. Boundary between A473 and Bridgend Industrial Estate is predominantly open giving poorly framed views from the road into the estate. The limited planting here consists mostly of exotic species.

Proposals:

Bold approach required to integrate the road with the surrounding landscape whilst separating east bound with west bound carriageway. Establish hedgerow/hedgcbank along central reservation in continuity with adjacent landscape character. Complement with hedgerow tree planting placed in groups to reinforce character and to offer visual rhythm. Manage and top up Hedgerow trees at roadside. Plant additional groups of trees on roadside verges. Hedges to be laid in due course. (See Design Guidelines).

Plant clear stem native trees to boundary between A473 and Bridgend Industrial Estate. Remove exotic planting in due course.

Existing areas of good native planting should be retained, managed and incorporated into any proposals.

Information Summary:

■ **Site No:** 2

■ **Site Location:**
A473 Roadside and
Central Reservation
(Eastern approach
to Bridgend)

■ **Grid Ref:** 940795

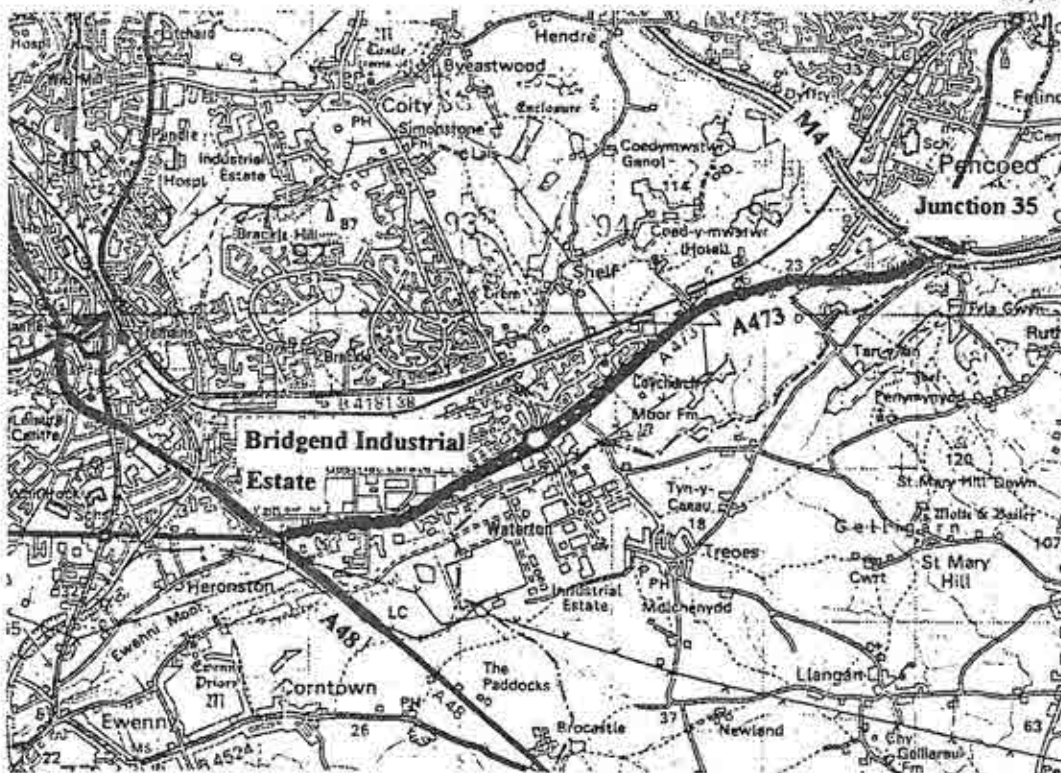
■ **Priority:** A

■ **Land Ownership:**
BCB Highways/
Private

■ **Ease of Achievement:**
1-2

■ **Capital Cost:**
£240,000

■ **Maintenance Cost:**
£6,000



Site Appraisal:

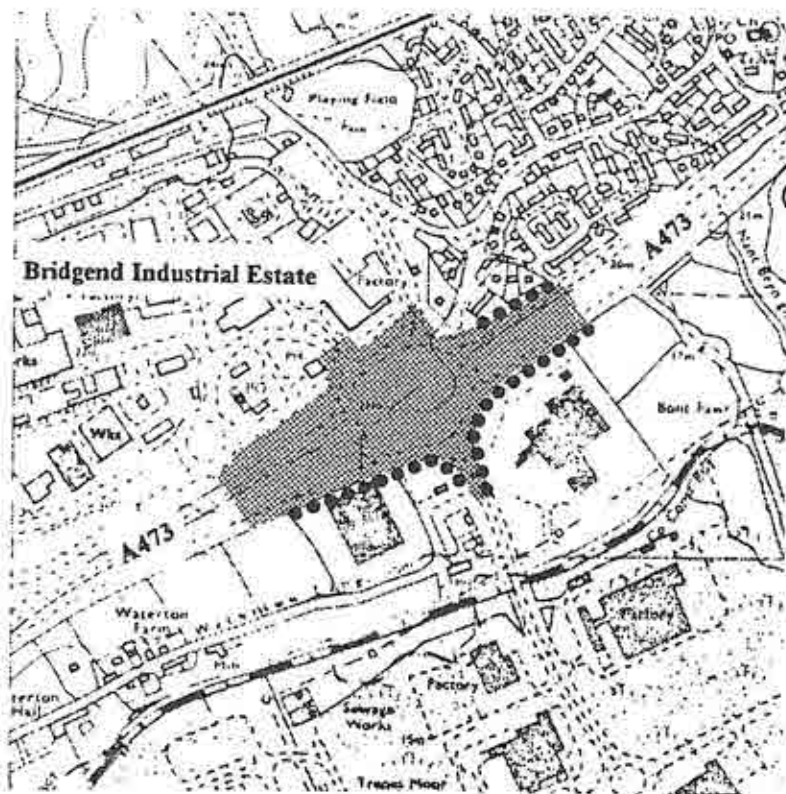
Main entrance roundabout to Bridgend Industrial Estate. Open, sparse appearance and limited exotic tree and shrub planting offers a poor first impression of the industrial estate.

Free standing signage is sometimes confusing a dominant element. Rear of housing at Coychurch, backing onto A473, is visible.

Proposals:

Upgrade landscape treatment of roundabout and environs. Remove exotic plants in place of native species used to reinforce character of area as well as form a fitting entrance to the Bridgend Industrial Estate. Rationalise signage with chevrons being incorporated into landform at ground level to relieve signage dominance.

Native tree and shrub planting to rear boundaries of housing along A473.

*Information Summary:*

■ **Site No:** 3

■ **Site Location:**
Bridgend Ind. Est.
Roundabout, A473
(Eastern approach
to Bridgend)

■ **Grid Ref:** 935792

■ **Priority:** A

■ **Land Ownership:**
BCB Highways/
Private

■ **Ease of Achievement:**
1-2

■ **Capital Cost:**
£65,000

■ **Maintenance Cost:**
£1,750

Site Appraisal:

Poor frontage to Waterton Depot, consisting of poor security fence? and occasional small trees? of moderate health and condition. The characteristic hedgerows lining the A473 become fragmented here resulting in a breakdown of the landscape character. The depot buildings are now aged and require mitigation.

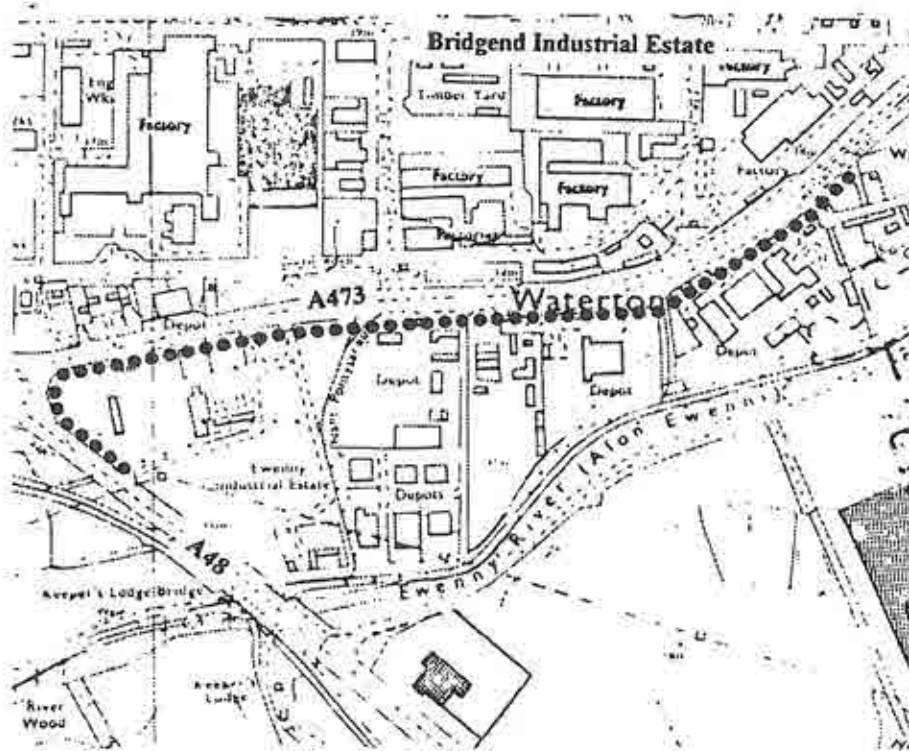
Proposals:

Replace poor security fence with higher quality new fence. Reintroduce/continue hedgerow along frontage to marry with existing in accordance with A473 roadside proposals (Site 2). Plant groups of large, native hedgerow trees into proposed hedgerow to mitigate depot buildings.

Information Summary:

■	Site No: 4
■	Site Location: MGCC Waterton Depot Frontage, A473 (Eastern approach to Bridgend)

- **Grid Ref:** 923790
- **Priority:** A
- **Land Ownership:**
BCB, BCB Highways
- **Ease of Achievement:**
1
- **Capital Cost:**
£66,000
- **Maintenance Cost:**
£1,650

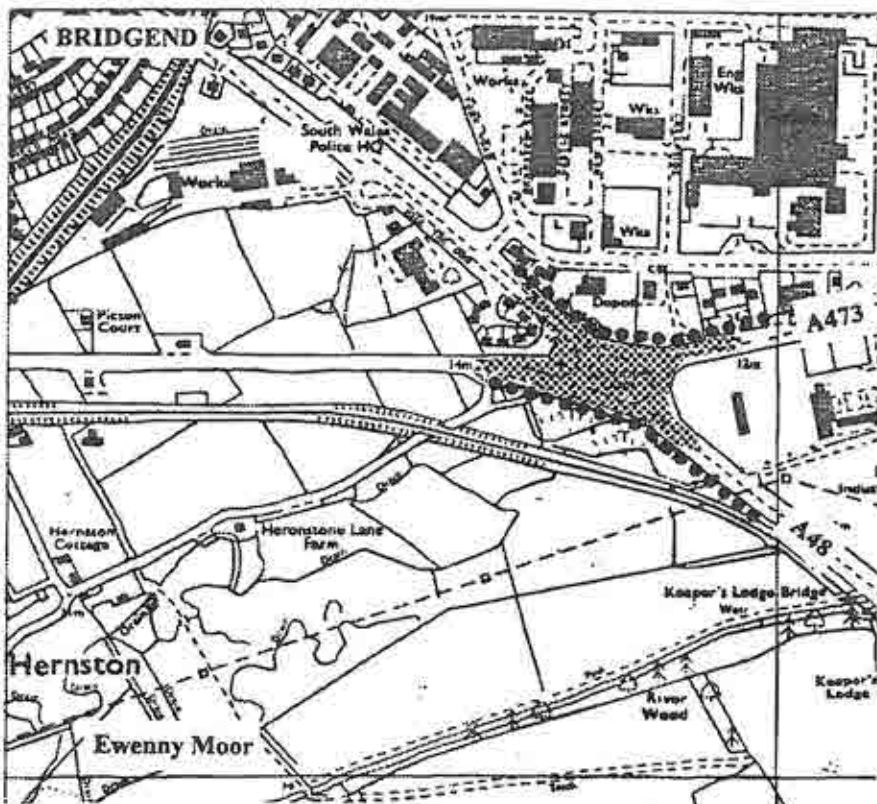


Site Appraisal:

Key roundabout along A473 eastern approach to Bridgend and also along A48 from Cowbridge to the south east. Roundabout island and surrounding verges are predominantly close mown grass with no significant planting? Signage is dominant.

Proposals:

Situated on the northern fringe of Ewenny Moor there is great potential to create a fitting wetland 'theme' to the roundabout and its environs. Emphasis needed towards a clear and simple visual pointer to Bridgend. Unification of adjacent building frontages through native tree planting is required.

*Information Summary:*

■ **Site No:** 5

■ **Site Location:**
Roundabout to A48
and A473
(Eastern approach
to Bridgend)

■ **Grid Ref:** 918785

■ **Priority:** A

■ **Land Ownership:**
BCB Highways

■ **Ease of Achievement:**
1-2

■ **Capital Cost:**
£50,000

■ **Maintenance Cost:**
£1,250

Site Appraisal:

Internal landscape treatment to Bridgend Industrial Estate has very poor nature conservation value and lacks a simple structure. It consists of ornamental species and large areas of close mown grass. Railway to north is poorly fronted.

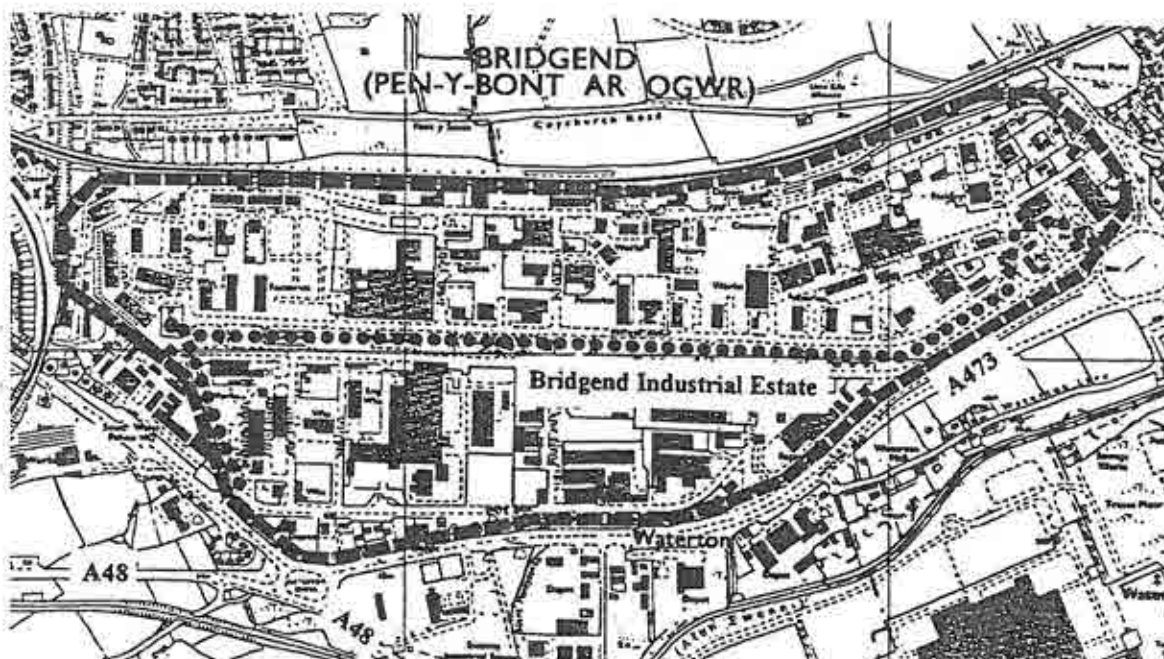
Information Summary:

■	Site No: 6
■	Site Location: Bridgend Ind. Est. (A473)

Proposals:

Bold, native tree planting at regular spacing is required with bold rectilinear blocks of native woodland planting. Occasional hedgerow planting on boundaries. Repeat treatment on unit frontages where possible. Remove exotic species in due course. Plant strong screen against railway line to north.

- **Grid Ref:** 925790
- **Priority:** B
- **Land Ownership:**
BCB Highways/
Private
- **Ease of Achievement:**
2-3
- **Capital Cost:**
£111,000
- **Maintenance Cost:**
£2,775



Site Appraisal:

Open ground to Tesco garage frontage consists of mown grass and limited tree and shrub planting. Opposite, the Police station frontage is poor and the building beyond is aged and unattractive. A large open car park fronts the police station. The A473 lacks enclosure and focus at this point.

An unattractive railway bridge crossing the road to the west is an important 'threshold' to Bridgend proper. The associated embankment is poorly maintained and subject to knotweed and bramble growth.

Proposals:

Strong tree planting with hedges on frontages to enclose road. Upgrade landscape treatment of Tesco Garage frontage with roadside tree planting. Upgrade Police Station frontage, including internal treatment to car park. This should include substantial tree planting to form a 'canopy' above the car park and to mitigate the poor facade of the building.

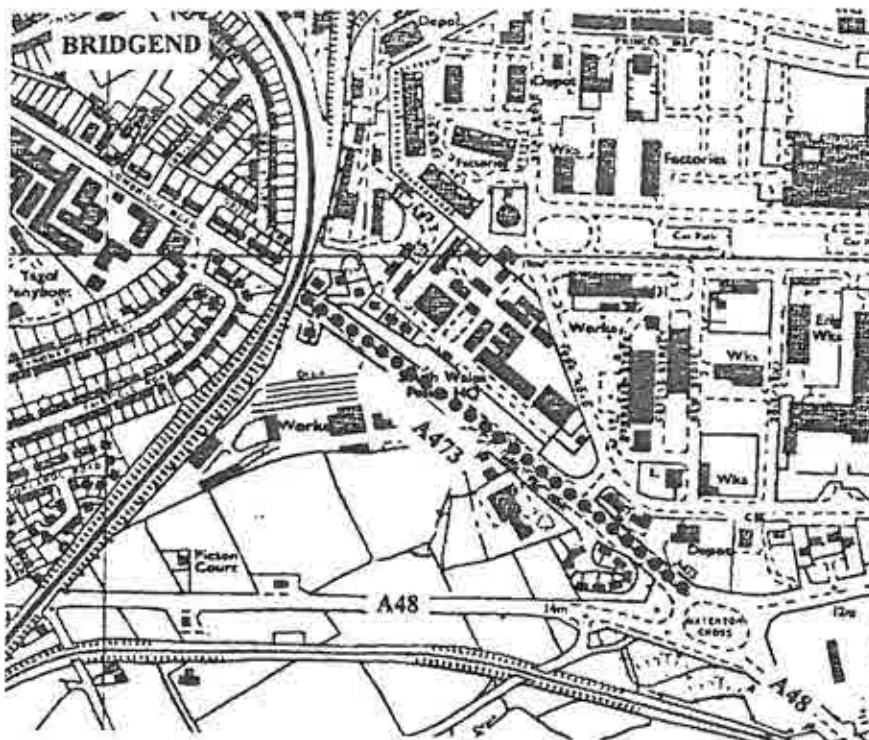
Clean masonry to railway bridge and paint metalwork. Instigate knotweed eradication programme to affected areas of railway embankment in conjunction with other weed clearance. Plant with native trees and shrubs in due course.

Provision for palisade security fence and lockable gate behind planting to allow restricted maintenance access.

Information Summary:

■	Site No: 7
■	Site Location: Bridgend Approach (A473)

- **Grid Ref:** 915787
- **Priority:** A
- **Land Ownership:**
BCB Highways/
Private/ Railtrack
- **Ease of Achievement:**
2-3
- **Capital Cost:**
£70,000
- **Maintenance Cost:**
£1,750

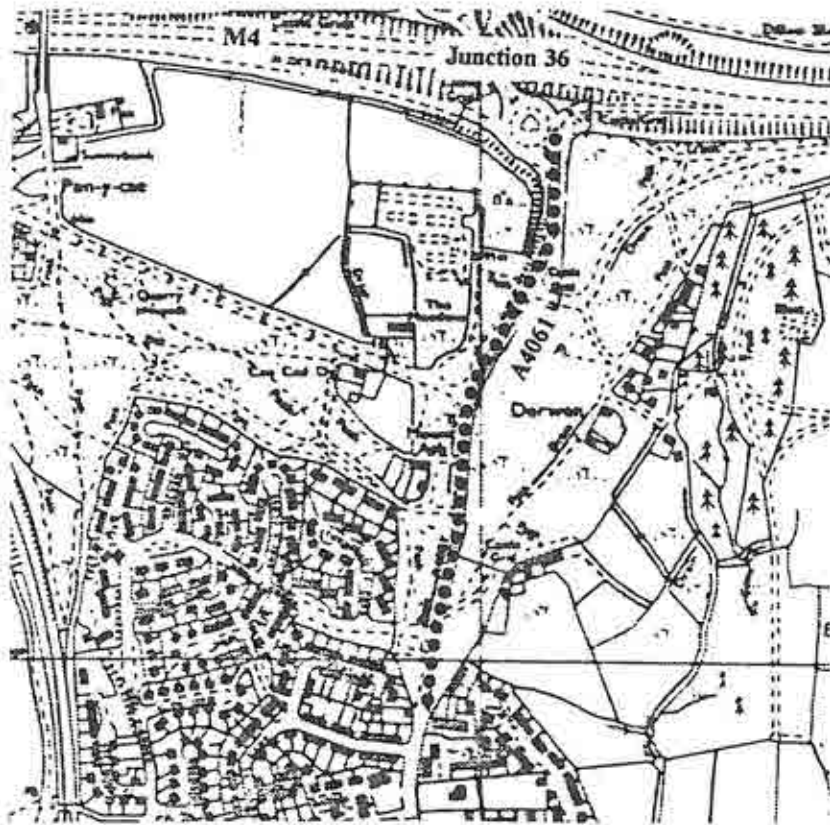


Site Appraisal:

Recent completion of Bridgend County Borough primary route works to upgrading of highway has created substantial areas of disturbed land on roadside. Key gateway site to approach Bridgend from Sarn and junction 36 of the M4 Motorway. Landscape character consists of wet grassland punctuated by stands of mature pine trees. Large pine wood at Derwen to the east is an important visual buffer.

Proposals:

Plant pine trees in high density groups with little underplanting along roadside to create a characteristic and appropriate gateway. Wetland grasses and shrubs used sparingly on verges and against existing timber post and rail fencing at roadside.

*Information Summary:*

■	Site No: 8
■	Site Location: Bridgend Approach South of M4 junction 36 (A4061)

- **Grid Ref:** 910824
- **Priority:** A
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
1
- **Capital Cost:**
£60,000
- **Maintenance Cost:**
£1,500

Site Appraisal:

Existing lay-by is separated from main carriageway by a grassed isle. Heavy vehicle tracking damage to the grass is clear. Lay-by surface is very poor and potted, used most commonly by heavy wagons. Nearby factory entrance is fronted by chainlink security fence with scrub and weed growth. Clear views to Village Farm industrial estate to the north are gained from A48 across factory entrance. Second lay-by to east is defined by a well vegetated verge island against the A48. A well maintained hedgerow to the rear promotes open views across Village Farm industrial estate to the north.

Proposals:

Plant hedgerow on grassed isle, protected by proposed stout fencing/triprail or bollards. Overseed remaining grass areas. (See Design Guidelines). Re-surface lay-by to appropriate specification for heavy vehicular traffic.

Plant native trees and hedgerow to factory entrance and frontage, incorporating recent signboard.

Plant native hedgerow trees into existing hedgerow at second lay-by.

Information Summary:

■ **Site No:** 11

■ **Site Location:**
Lay-by, Bridgend
Approach west (A48)

■ **Grid Ref:** 831817

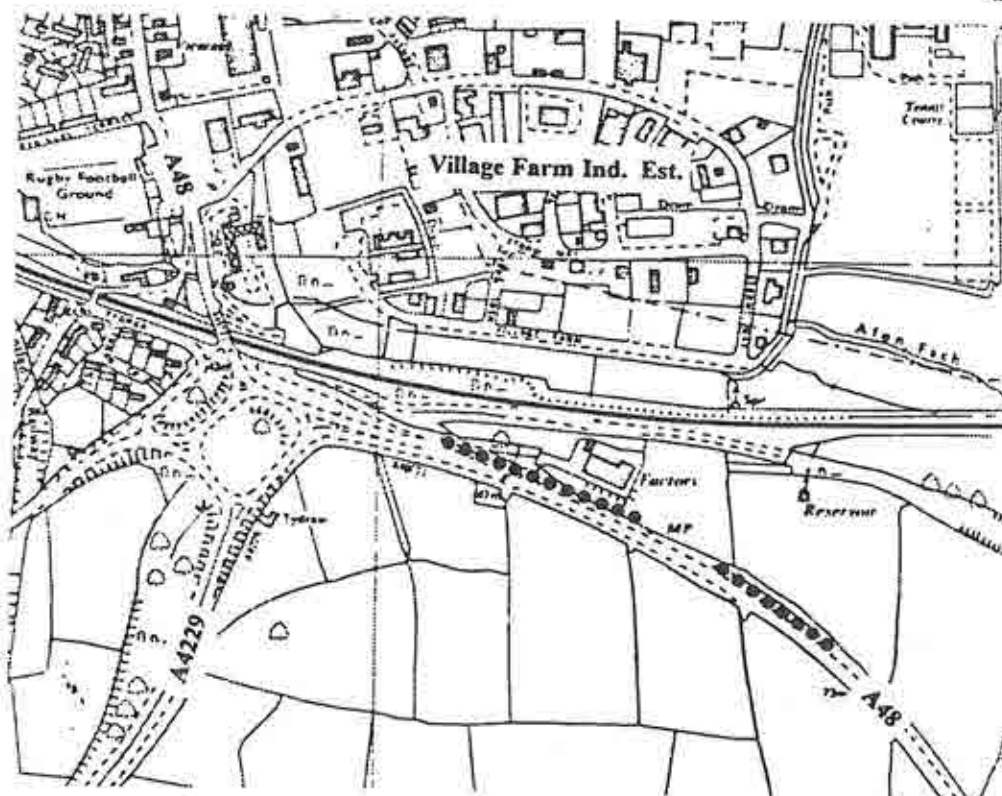
■ **Priority:** D

■ **Land Ownership:**
BCB Highways/
Private

■ **Ease of Achievement:**
1-2

■ **Capital Cost:**
£40,000

■ **Maintenance Cost:**
£1,900



Site Appraisal:

A48 road corridor on approach to Stormy Down landfill site. This area is visible only from relatively close proximity but has high negative impact, consisting of poor landfill site entrance to north and quarry, with associated unattractive buildings, to south. Views to the north from A48 are very open in part, breaking the continuity of the road corridor.

Proposals:

Strong screen planting to north and south required on upper road embankment to mitigate quarry, buildings and strengthen corridor. Clear bramble and gorse from landfill site entrance (subject to land ownership). Plant with strong, dense native tree planting. Manage existing good vegetation and incorporate into proposals. Bramble clearance and native tree planting to existing scrub vegetation to north required to 'knit' road corridor.

Information Summary:

12

- **Site No:** 12

- **Site Location:**
Stormy Down
Landfill/quarry sites,
Bridgend Approach
west (A48)

- **Grid Ref:** 844805

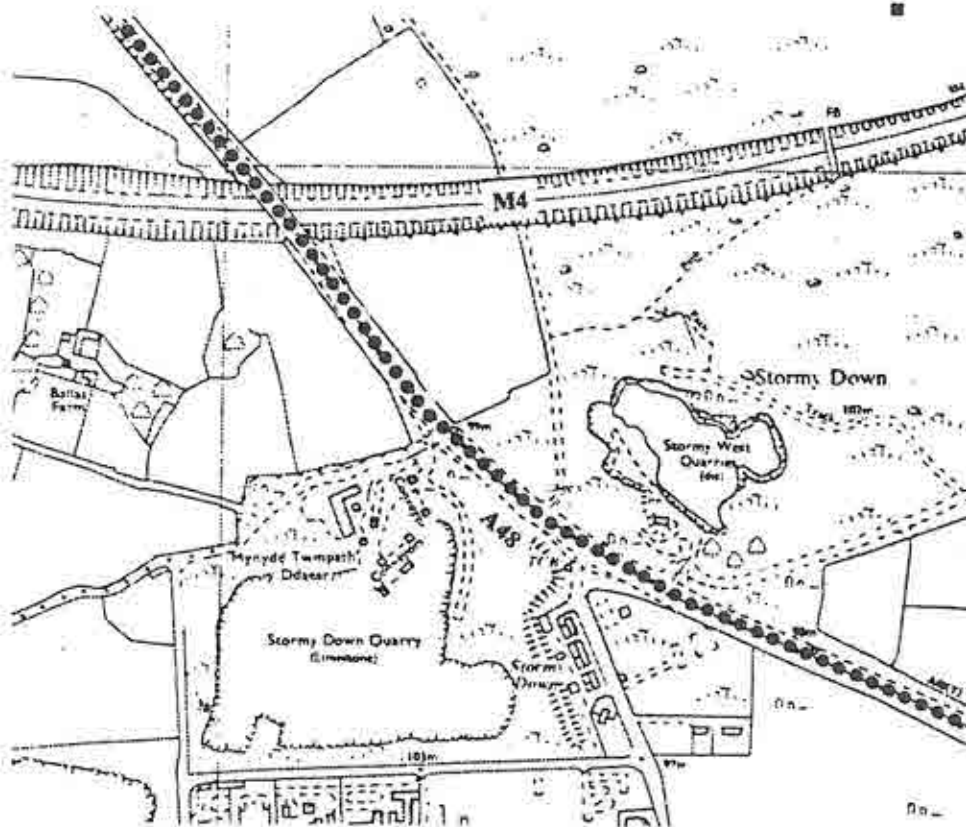
- **Priority:** C

- **Land Ownership:**
BCB Highways/
Private

- **Ease of Achievement:**
1-2

- **Capital Cost:**
£33,000

- **Maintenance Cost:**
£1,650



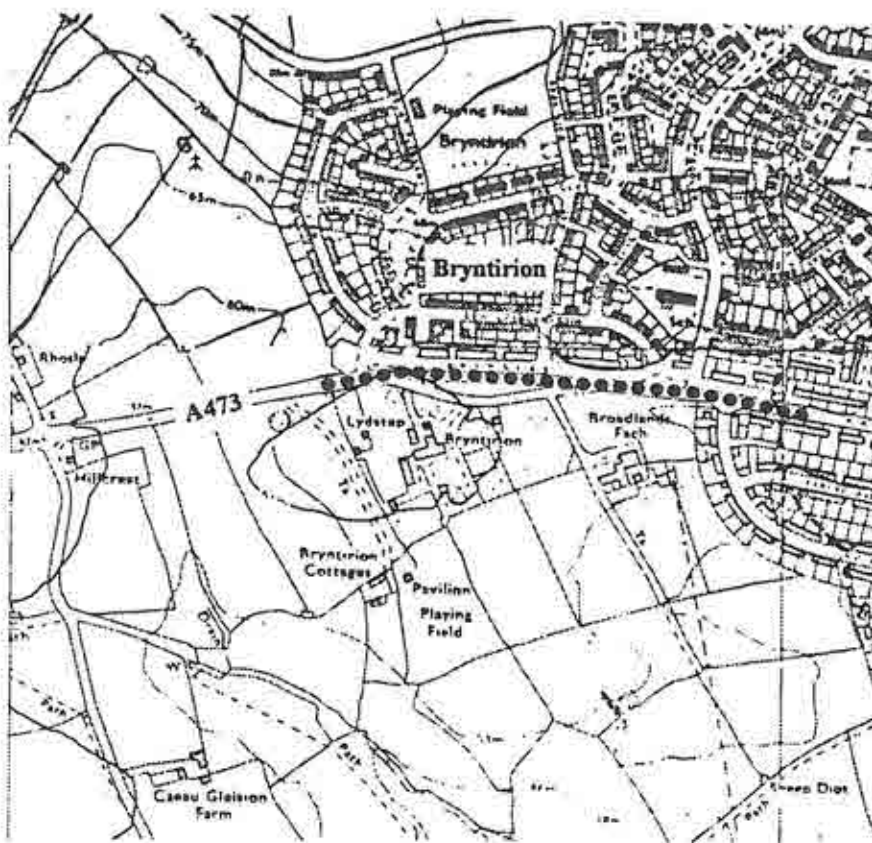
Site Appraisal:

Existing unattractive roadside buildings on A473, consisting of Social Club and linear housing, are fronted by poorly maintained grass verge creating a negative impression. Existing bus shelters and seating are equally poor.

Good mature trees to the south provide a limited sense of enclosure.

Proposals:

Plant native trees and shrubs at entrance to Social Club. Plant strong rhythm of native trees and hedgerow to verge against residential frontages, and against roadside on south verge. Additional groups of native tree planting to south verge to strengthen sense of enclosure. Provision of upgraded bus shelters and seating.

*Information Summary:*

13

■ **Site No:** 13

■ **Site Location:**
Bryntirion, road
frontage, Bridgend
Approach west (A473)

■ **Grid Ref:** 887799

■ **Priority:** C

■ **Land Ownership:**
BCB

■ **Ease of Achievement:**
1

■ **Capital Cost:**
£35,000

■ **Maintenance Cost:**
£1,750

Site Appraisal:

Important site along main northern approach to Porthcawl from junction 37 of M4. Existing landscape treatment to northern roundabout is insignificant. Rear boundaries of new housing against roundabout are intrusive.

Road is elevated to the south offering good views across open farmland to the west. Field boundaries are predominantly low, hedgerows with occasional hedgerow trees.

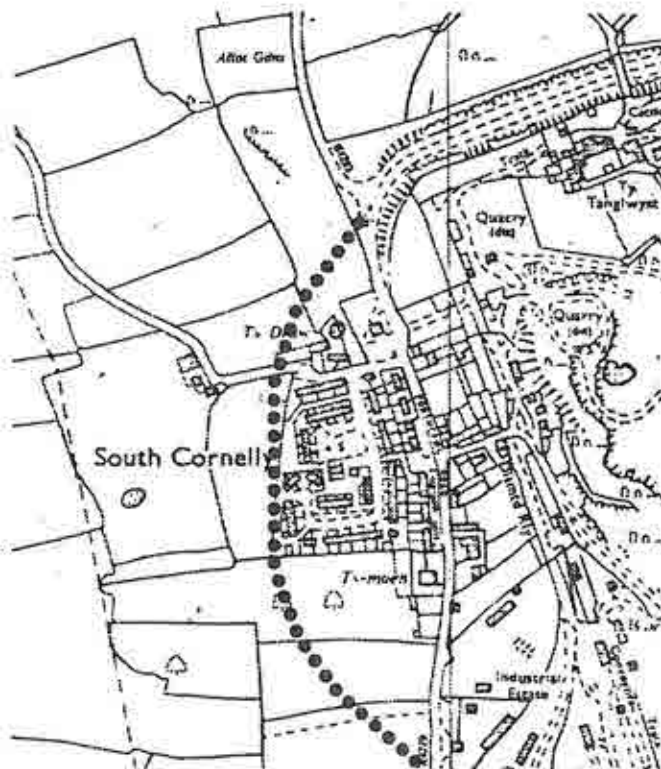
Views to the east are dominated by quarrying.

Proposals:

Upgrade landscape treatment to northern roundabout to create sense of direction and purpose. Provision for screening new housing boundaries.

Plant large native hedgerow shrubs/small trees at road edge to mitigate quarry workings.

Southern roundabout/environs to be planted with native trees and shrubs where possible.

*Information Summary:*

14

■	Site No: 14
■	Site Location: South Cornelly Bypass, (A4229)

- **Grid Ref:** 817805
- **Priority:** B
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
1-2
- **Capital Cost:**
£40,000
- **Maintenance Cost:**
£2,000

Site Appraisal:

Strategically important roundabout at entrance to south Pyle is located on the main western approach to Bridgend, linking junction 37 of M4 (along A4229) with A48.

Housing against the western edge of the roundabout is intrusive and open to view.

Boundary to Village Farm industrial estate to north is a poor mixture of chainlink security fencing and sparse tree and shrub planting.

Roundabout island contains good, dense tree planting on landform to the north edge. The remaining area is grass.

Proposals:

Additional native tree planting in groups to grassed area of roundabout island.

Provision of native tree and shrub planting to screen housing to west, and to Village Farm industrial estate boundary.

Plant native street trees to where possible along road corridor into Pyle.

Information Summary:

15

■ *Site No:* 15

■ *Site Location:*
Pyle, southern approach roundabout (A48)

■ *Grid Ref:* 828818

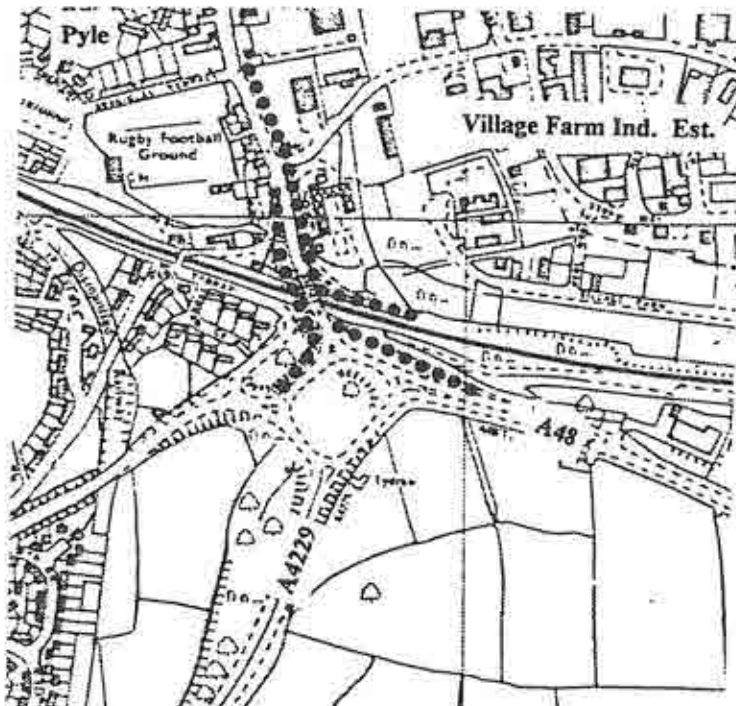
■ *Priority:* A

■ *Land Ownership:*
BCB Highways

■ *Ease of Achievement:*
1

■ *Capital Cost:*
£20,000

■ *Maintenance Cost:*
£1,000



Site Appraisal:

Generally poor environs to road junction. Small elevated grass area surrounds vandalised bus shelter and seating.

Police office behind large, open car park is highly visible over low brick wall.

Existing landscape treatment at pedestrian access to 'Pioneer' supermarket is very poor. Burned out linear bus shelter to the front is an eyesore.

Mown grass areas either side of entrance to firestation/supermarket promote unwanted views to unattractive buildings.

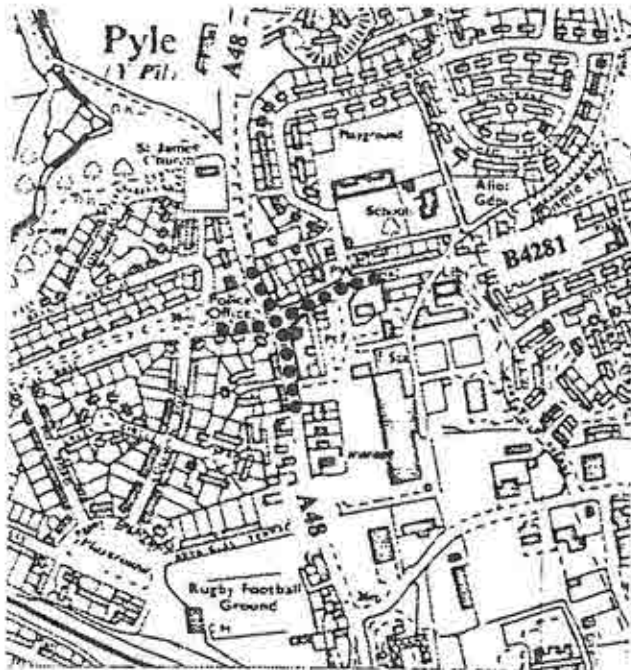
Proposals:

Plant native trees and shrubs in groups to elevated grass area. Replace bus shelter with strong, light structure. Replace seating and provide litter bins.

Plant rear of brick wall to Police station office with regularly spaced native trees.

Upgrade landscape treatment at pedestrian access to supermarket. Remove damaged bus shelter. Provision for seating and litter bins.

Plant native trees and shrubs to firestation/supermarket entrance.

*Information Summary:*

■ **Site No:** 16

■ **Site Location:**
Central Crossroads,
Pyle (A48)

■ **Grid Ref:** 826825

■ **Priority:** B

■ **Land Ownership:**
BCB Highways part
owned/Private

■ **Ease of Achievement:**
2

■ **Capital Cost:**
£37,500

■ **Maintenance Cost:**
£1,875

Site Appraisal:

Very important settlement due to its high visibility and distinctive linear form saddling the Cefn Cribwr ridge. Lack of integrity with the surrounding landscape heightens its prominence as an eyesore. It is particularly visible from the M4 Corridor.

Hard internal character of Kenfig Hill and Cefn Cribwr is relieved only by low, roadside hedgerows between the settlements.

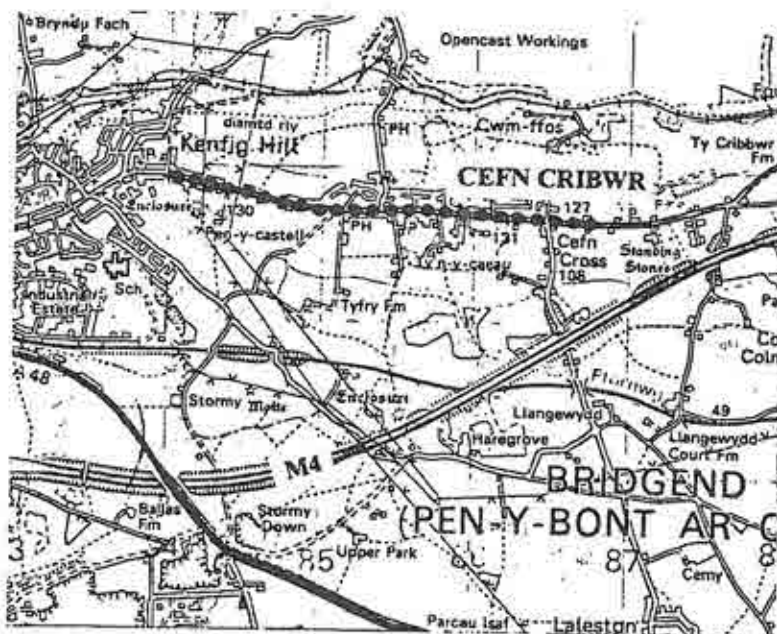
Proposals:

Native tree planting to length of ridge to be undertaken where possible throughout settlements and into existing hedgerows between. Plant woodland blocks to edges of settlements to integrate built form with the landscape.

Information Summary:

■	Site No: 17
■	Site Location: Cefn Cribwr and Kenfig Hill (B4281)

- **Grid Ref:** 855828
- **Priority:** A
- **Land Ownership:**
BCB part owned
- **Ease of Achievement:**
2-3
- **Capital Cost:**
£84,000
- **Maintenance Cost:**
£4,200



Site Appraisal:

Key strategic site of both nature conservation and tourism interest. Existing point of arrival is very low key with poorly visible signage. Unattractive toilet block facility is combined with bus shelter against road and is situated some distance away from new visitor centre. Informal car park is in disrepair and diffused.

General site layout and quality of materials is poor.

Dune erosion is an important visitor management issue, as public access cannot be restricted.

Proposals:

Treatment of road/entrance frontage with dune landform and high quality signage. Rationalisation of site layout around visitor centre to include condensed areas of parking defined and mitigated with dune landform. Provision of new toilet facilities close to visitor centre. Demolish poor quality toilet/bus shelter and replace with new shelter.

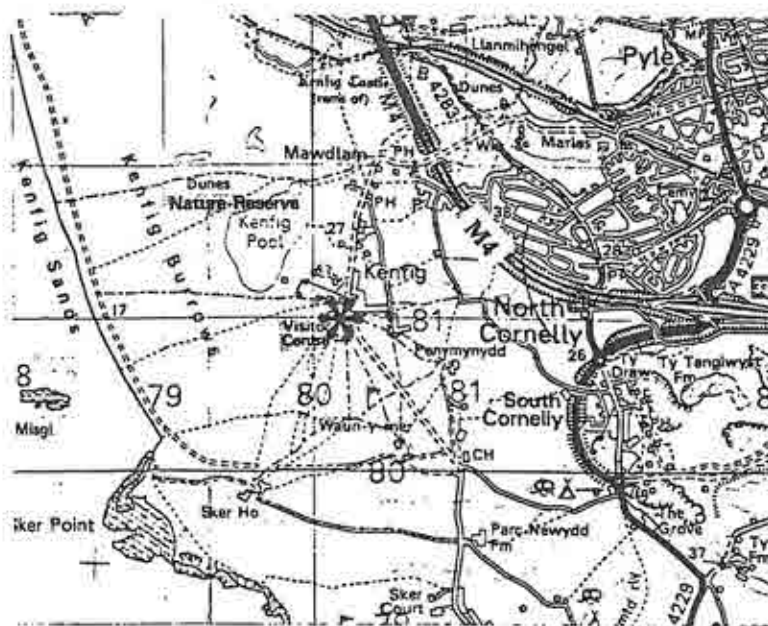
Implement hard wearing surfacing to key routes across dunes connected to a series of stopping points/features to attract and passively control visitor circulation and habit. See Design Guidelines.

Information Summary:

18

■	Site No: 18
■	Site Location: Kenfig Visitor Centre

- **Grid Ref:** 802810
- **Priority:** A
- **Land Ownership:**
BCB
- **Ease of Achievement:**
1-2
- **Capital Cost:**
£260,000
- **Maintenance Cost:**
£6,500



Site Appraisal:

Limeworks are a visual detractor visible to north from nearby M4 corridor. Views south across rolling farmland are good. The M4 is predominantly on embankment at this point.

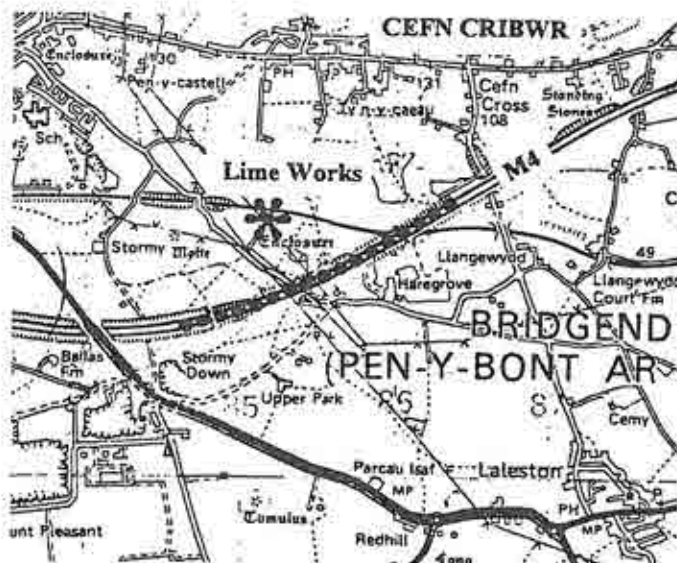
Proposals:

Reinforce existing planting to the north side embankments of the M4. Avoid linear planting against carriageway so that the motorway corridor is not emphasised. Where woodland blocks to the south about the M4 plant same species on north side to further mitigate limeworks and retain landscape character.

Information Summary:

■	Site No: 19
■	Site Location: Line Works, Stormy Down

- **Grid Ref:** 852816
- **Priority:** C
- **Land Ownership:**
Welsh Office
- **Ease of Achievement:**
1
- **Capital Cost:**
£30,000
- **Maintenance Cost:**
£1,500

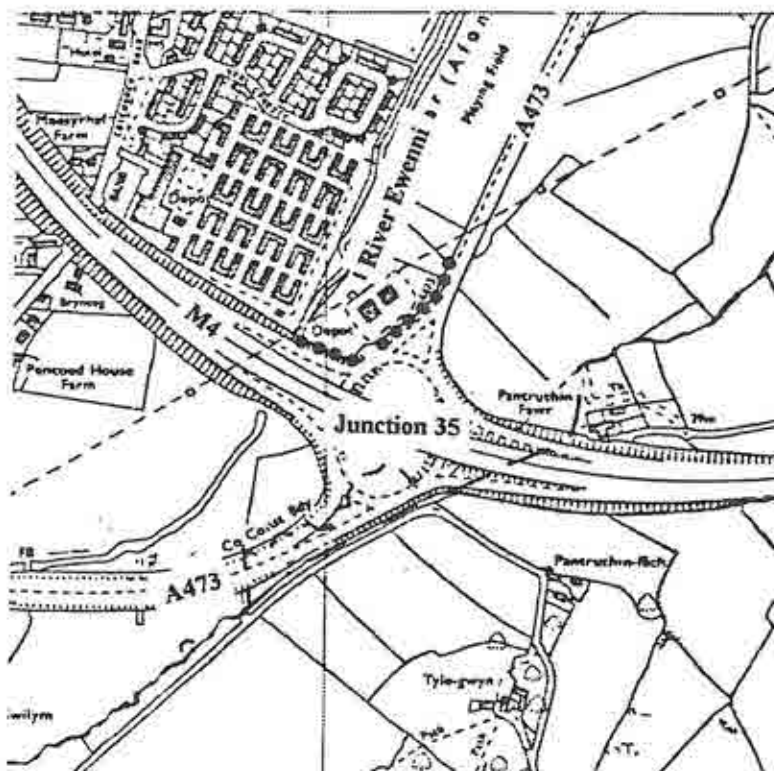


Site Appraisal:

Existing depot against north west edge of roundabout is at lower level than road and is highly visible. The depot buildings are unattractive and surrounded by a palisade security fence. Grassed embankments fall away from the A473 down to the depot frontage.

Proposals:

Informal native tree and shrub planting required against road and to embankment, within constraints of vision splays from depot access road.

*Information Summary:*

■ *Site No:* 20

■ *Site Location:*
Junction 35, M4
A473 (Pencoed)

■ *Grid Ref:* 961806

■ *Priority:* B

■ *Land Ownership:*
BCB Highways

■ *Ease of Achievement:*
1

■ *Capital Cost:*
£15,000

■ *Maintenance Cost:*
£750

Site Appraisal:

Invasive gorse and bramble to roadside embankments. Views to Sony factory to east are positive as indication of investment, although views could be better framed. Low chainlink fence to edge of playing fields to west.

New roundabout and environs are grassed with limited remnants of mature broadleaf trees.

Backs of settlement face the A473 to the north beyond playing fields. To the east, discontinuous hedges and hedgerow trees are indicative of landscape structure deterioration.

Proposals:

Clear bramble and gorse to roadside. Native shrub planting in front of low chainlink fence. Plant groups of native trees to east and west, including provision of framed views to Sony factory.

Provision of planting to new roundabout using hedgcrows, hedgerow trees and isolated trees. Incorporate existing mature trees into proposals.

Informal stands of native trees planted to roadside behind proposed hedgerow to west to break open view to backs of housing across playing fields. Provision for informal footpath along west side of road.

Information Summary:

21

■ **Site No:** 21

■ **Site Location:**
A473 (Pencoed)
Roadside and
roundabouts

■ **Grid Ref:** 964813

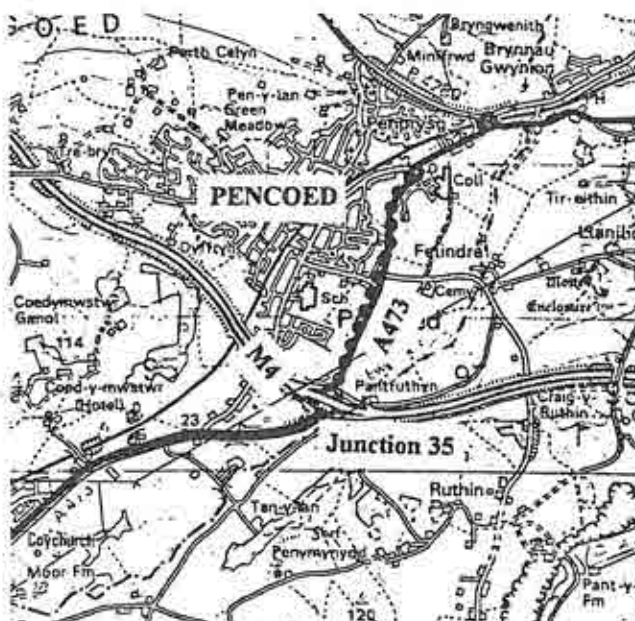
■ **Priority:** B-C

■ **Land Ownership:**
BCB & BCB
Highways

■ **Ease of Achievement:**
1

■ **Capital Cost:**
£83,000

■ **Maintenance Cost:**
£4,150



Site Appraisal:

The Rockwool factory is a major detractor within the Borough, visible from a great distance and from many locations, including the M4 corridor. Landscape of Wern Tarw and Wern Fawr to the north and east of the factory is well wooded. The south and west is primarily rough, poorly drained grazing land defined by hedgerows with occasional hedgerow trees, allowing views to the factory.

Road junction to B4280 is poor. Bus shelter at junction is isolated against open, common land. Rockwool factory has initial visual impact from this point.

Overhead power lines are an additional visual detractor.

Proposals:

Manage existing roadside hedges and add native tree planting at locations away from overhead power lines.

Advanced provision of densely planted, tall growing native trees to factory boundary on community route to screen ground level plant.

Plant woodland blocks to B4280 road junction, incorporating upgraded bus shelter set back from roadside.

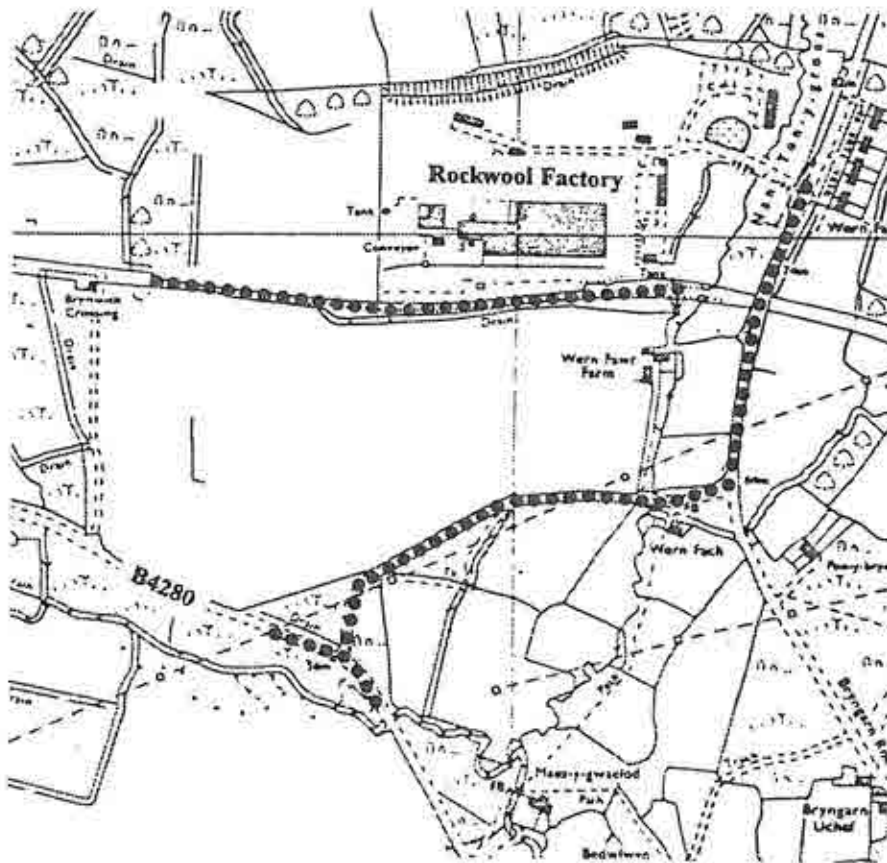
Plant roadside hedgerows where missing and marry into existing.

Information Summary:

22

■	Site No: 22
■	Site Location: Wern Fawr/ Wern Tarw, Hirwaun Common

- **Grid Ref:** 960836
- **Priority:** C
- **Land Ownership:**
BCB Highways/
Private
- **Ease of Achievement:**
1-2
- **Capital Cost:**
£40,000
- Maintenance Cost:**
£2,000



Site Appraisal:

Main gateway route north to Ogmore and Garw valleys from junction 36 of M4. Open character of poorly drained grassland and common to either side of road offers a poor first impression of the valleys. Views to back of Sarn and Bryncethin are unrestricted.

Proposals:

Plant hedge with native trees along roadside to define road corridor.

 Information Summary
 23

■	Site No: 23
■	Site Location: Cymdda (A4061) Sarn, M4 junction 36

- **Grid Ref:** 910833
- **Priority:** A
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
1
- **Capital Cost:**
£72,000
- **Maintenance Cost:**
£3,600



Site Appraisal:

Road enclosed to east by backs of new housing at Bryncethin and open to west with views across rough ground sloping down to Brynmenyn industrial estate. Road forms part of main approach to Garw valley.

Information Summary:

24

■ **Site No:** 24

■ **Site Location:**
Brynmenyn Ind. Est.
and approach road
(A4065)

Proposals:

Plant native hedgerow and hedgerow trees against west roadside to enclose road corridor and limit views to industrial estate. Plant narrow verge to backs of housing to east with native trees and hedge. Provision of treatment to extend to junction with A4061 and to roundabout at Brynmenyn industrial estate.

■ **Grid Ref:** 912843

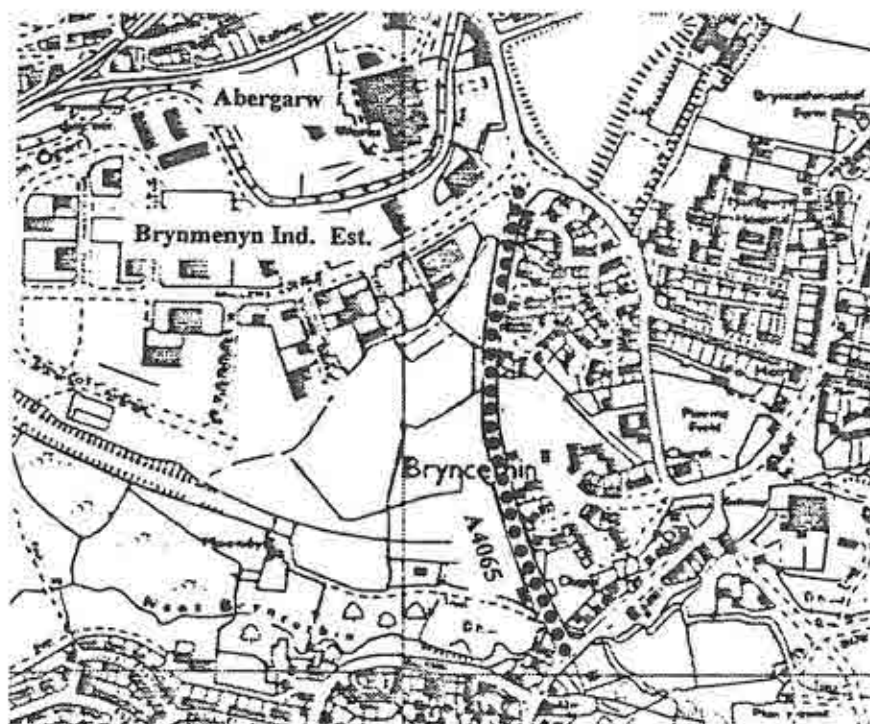
■ **Priority:** A

■ **Land Ownership:**
BCB & BCB
Highways

■ **Ease of Achievement:**
1

■ **Capital Cost:**
£33,500

■ **Maintenance Cost:**
£1,675



Site Appraisal:

Good entrance with recent planting establishing well. Most internal plots are in average condition. Vacant plots to rear (west) towards Ogmore river are subject to fly tipping and creeping scrub giving an untidy appearance. The river is an ignored resource.

Proposals:

Create native planting and reinforce riparian vegetation around proposed seating area against river to west for use by estate workers. Improve pedestrian connections to adjacent community route along dismantled railway line by adding to existing public footpath. Provision of footbridge linking community route across Ogmore river, adjacent to proposed seating area.

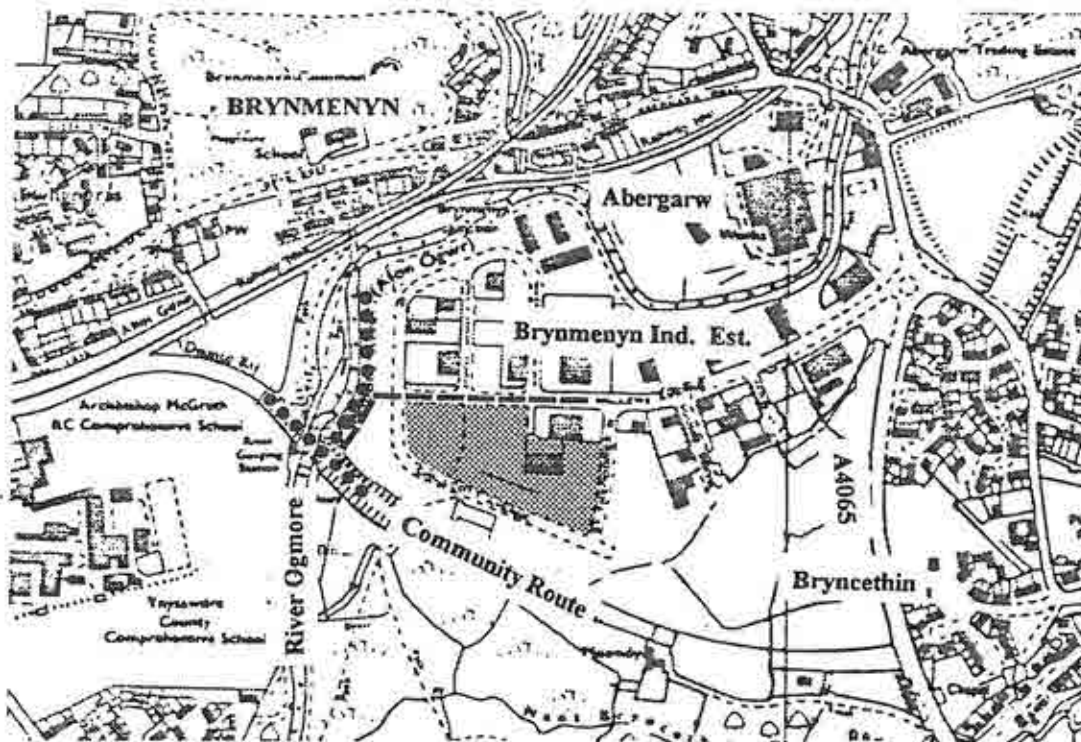
Vacant plots could be planted on mass with fast growing native trees to improve plot/site quality until taken.

Information Summary:

25

■	Site No: 25
■	Site Location: Brynmenyn Ind. Est.

- **Grid Ref:** 907843
- **Priority:** B
- **Land Ownership:**
BCB
- **Ease of Achievement:**
2
- **Capital Cost:**
£60,000
- **Maintenance Cost:**
£3,000



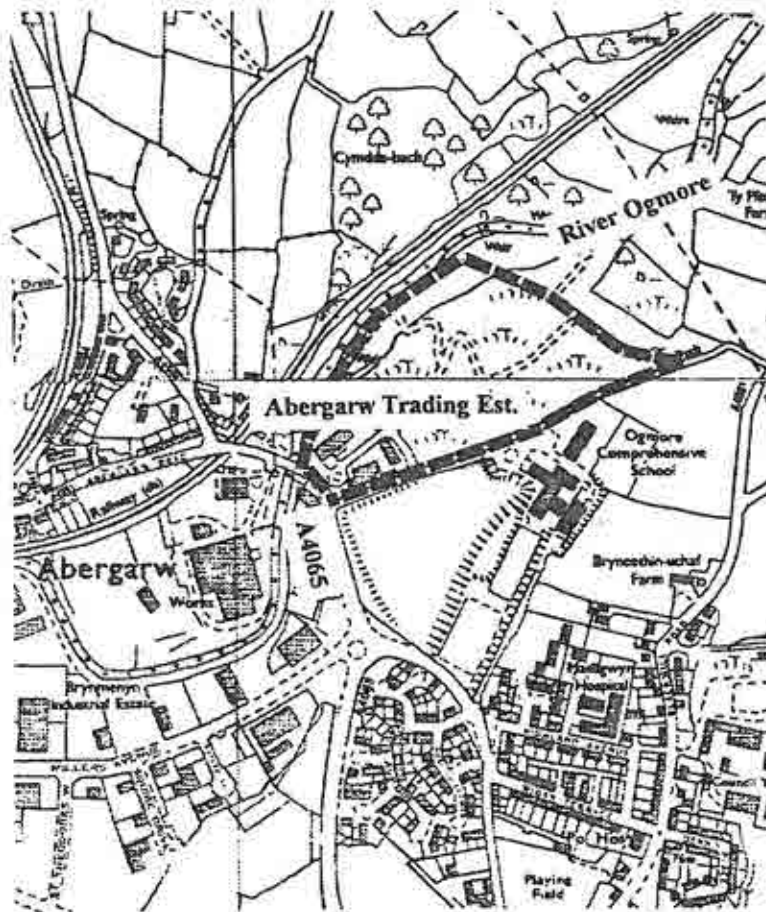
Site Appraisal:

Site is only partially developed. Units to entrance against A4065 and against school access road are poorly fronted by chainlink security fences? With little planting. Excellent woodland against Ogmore river to north forms a good boundary. Field hedgerows and hedgerow trees to the east also form a positive boundary to the development site.

Proposals:

Retention of natural river course and associated riparian vegetation is key issue in consideration of site layout.

Advance native tree and shrub planting to reinforce existing east site boundary.

*Information Summary:*

26

- **Site No:** 26

- **Site Location:**
Abergarw Trading Estate

- **Grid Ref:** 913850

- **Priority:** C

- **Land Ownership:**
WDA

- **Ease of Achievement:**
2

- **Capital Cost:**
£12,000

- **Maintenance Cost:**
£600

Site Appraisal:

Broad fork in A4064 forms two junctions to the A4065, creating island of terrace housing against which the road is sometimes elevated. The area is confused by the discontinuity of the road corridor, piecemeal land use (including areas of rough ground) and the close proximity of the dismantled railway (community route) which crosses the road nearby. Signage is also confusing.

Limited opportunities to treat junction environs and approaches.

Proposals:

Native tree planting to poor frontages on approach from Abergarw, and provision for improved crossing point of community route, with good quality materials and planting. Upgrade road bridges to 'celebrate' crossing of rivers. Bold native tree and shrub planting where feasible along roads and boundaries to create sense of direction.

Improve signage.

Information Summary:

27

■ **Site No:** 27

■ **Site Location:**
Garw valley road
(A4064) junction to
Brynmenyn (A4065)

■ **Grid Ref:** 908850

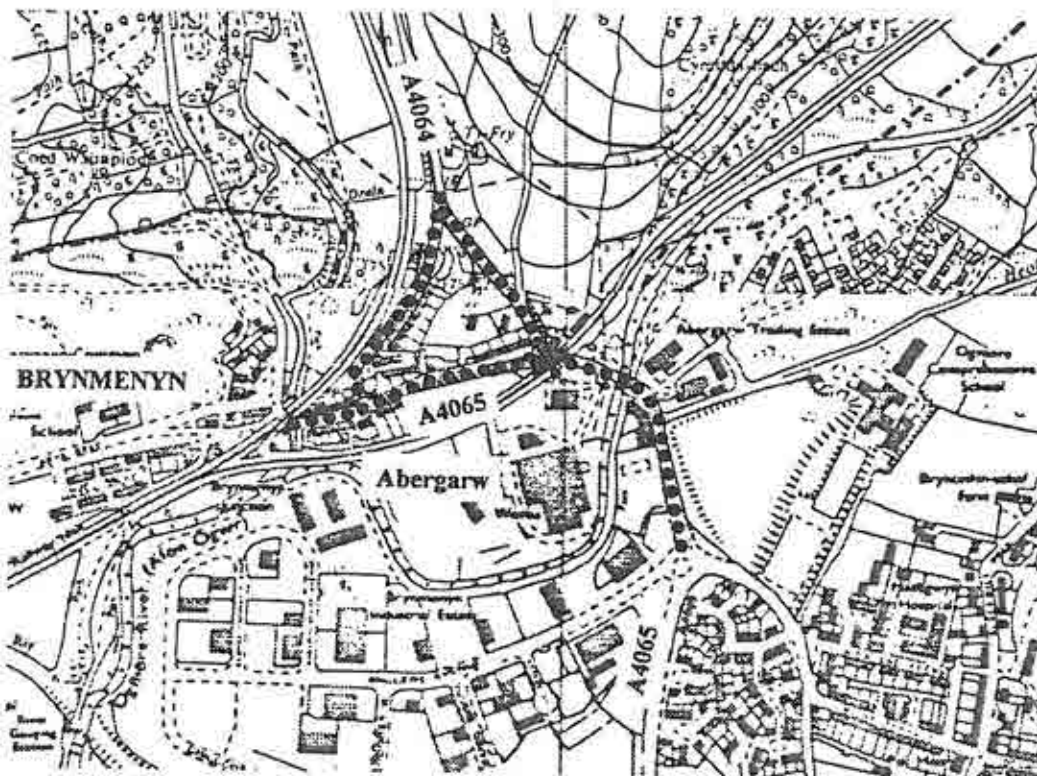
■ **Priority:** A

■ **Land Ownership:**
BCB & BCB
Highways/ Private

■ **Ease of Achievement:**
2-3

■ **Capital Cost:**
£65,000

■ **Maintenance Cost:**
£3,250



Site Appraisal:

Signage from A4065 is very poor. Entrance to Country Park is discreet and easily missed. Car Park has been planted with clear stem trees but many are in poor condition and are at insufficient density to create desirable impact.

 Information Summary:
 28

- **Site No:** 28

- **Site Location:**
Bryngarw Country Park (car park and signage)

Proposals:

Plant laid, native hedgerows to existing car park tree isles. Decrease tree spacings with additional tree planting. Replace trees in poor condition.

Upgrade entrance to Country Park with use of high quality materials such as local stone, and bold signage. Native tree and shrub planting to backcloth signage. (See Design Guidelines DG 14b).

Improve signage from A4065, including planting to adjacent corner space.

- **Grid Ref:** 906855

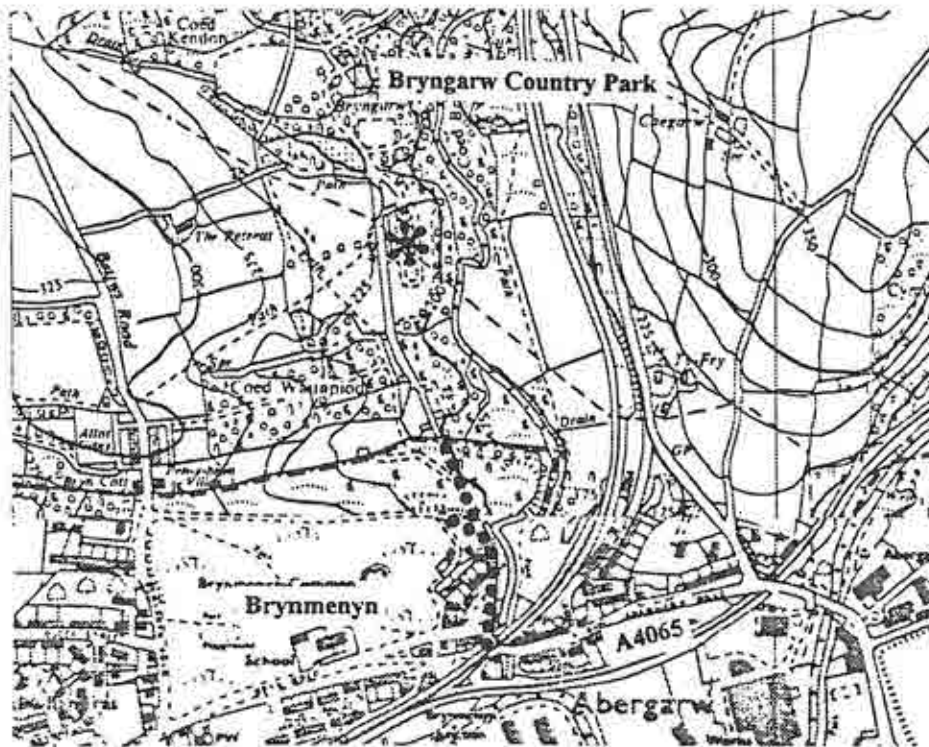
- **Priority:** A

- **Land Ownership:**
BCB

- **Ease of Achievement:**
1-2

- **Capital Cost:**
£55,000

- **Maintenance Cost:**
£2,750



Site Appraisal:

Strategically important site as first impression of Llynfi valley. Confusing road junction. Maesteg road passes under dismantled railway bridge and out of sight causing sense of uncertainty. Signage requires rationalisation.

Some opportunity for treatment of roadside and junction corner spaces.

Proposals:

Plant strong rhythm of native trees to junction and approach roads to boldly define road corridor. Continue treatment along Maesteg road beyond railway bridge. Use single species on north/south road alignment with different species on east/west road alignment to aid sense of direction. Planting to spaces facing junction where feasible. Eradicate knotweed to railway embankment.

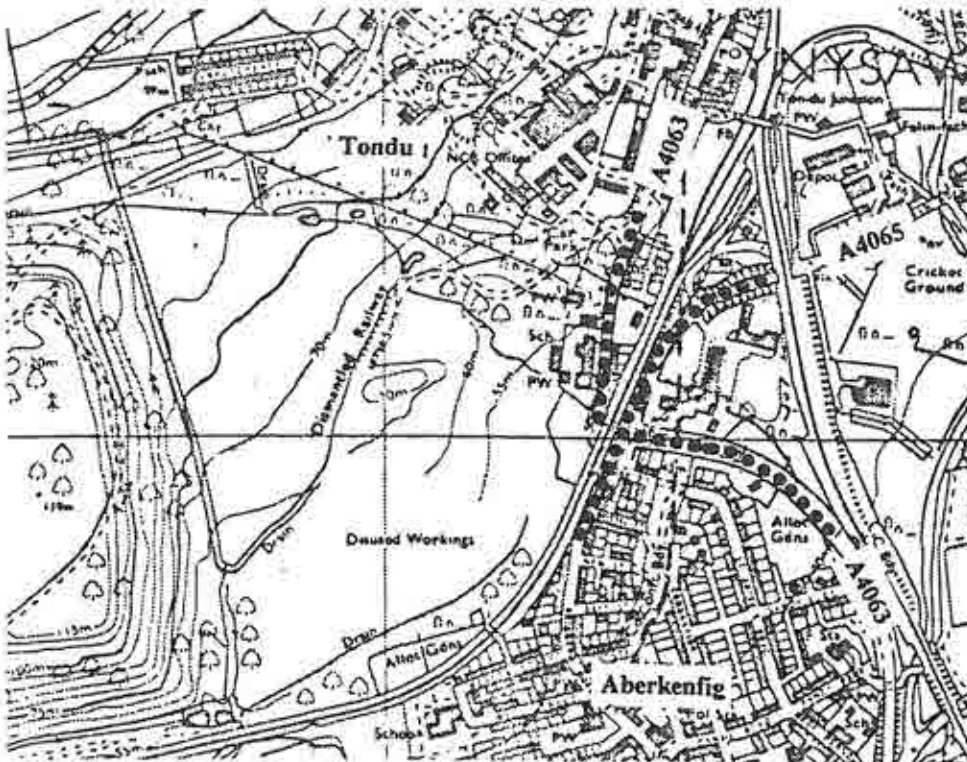
Upgrade and rationalise signage.

Information Summary:

29

■ Site No: 29
■ Site Location: Llynfi road junction (Tondy)

- **Grid Ref:** 893841
- **Priority:** A
- **Land Ownership:**
BCB & BCB
Highways/ Private
- **Ease of Achievement:**
2
- **Capital Cost:**
£37,500
- **Maintenance Cost:**
£1,875



Site Appraisal:

Existing roadside embankment of rough grass gives poor impression on exit north from Maesteg. River Llynfi runs along base of embankment but is hardly visible from road.

Information Summary:

30

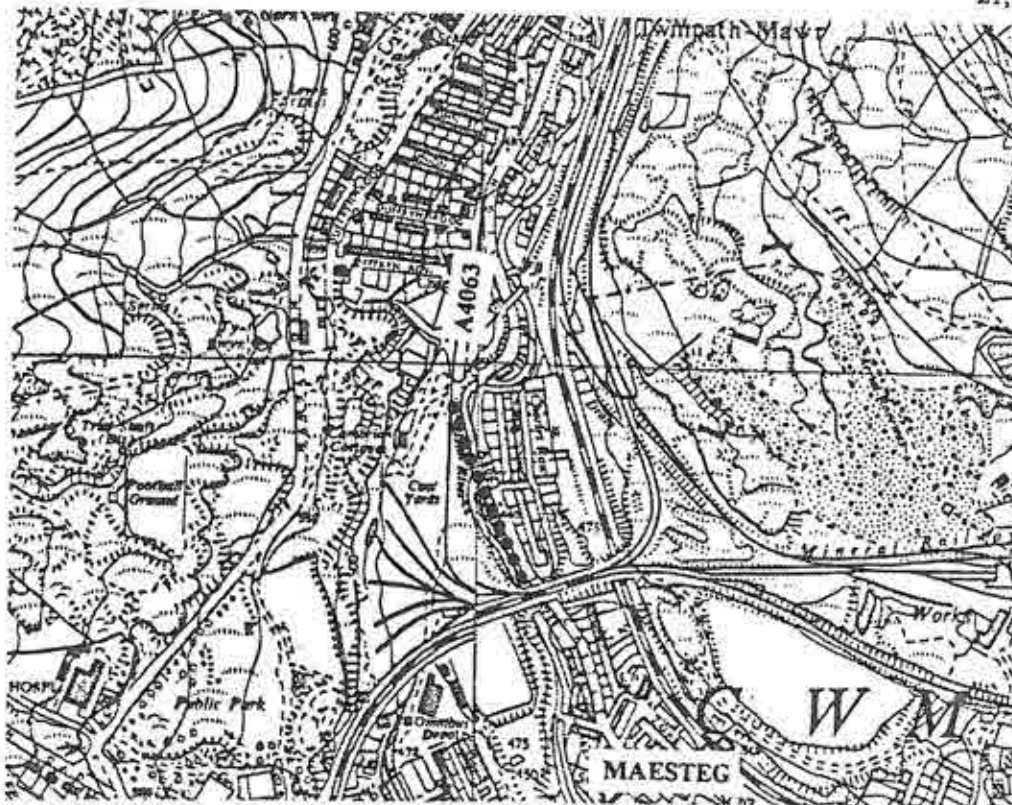
- **Site No:** 30
- **Site Location:**
Roadside embankment (A4063), North Maesteg

Proposals:

Clear litter. Remove and eradicate knotweed. Plant native, riparian trees and shrubs to river edge and bottom of embankment. Plant remaining slope with groups of native trees. Use new planting as visual break to linear crest of embankment.

Delineate area from road with new triprail/bollards.

- **Grid Ref:** 850918
- **Priority:** B
- **Land Ownership:** BCB
- **Ease of Achievement:** 2
- **Capital Cost:** £35,000
- **Maintenance Cost:** £1,750



Site Appraisal:

Open, flat close mown grass frontage with occasional standard trees. Views to broad, low front sheds of paper mill behind chainlink security fencing is unattractive. Adjacent car parks are partially hidden by intermittent vegetation. Bettws is a key detractor visible against the skyline beyond the mill. Power lines run close beside the site to the north.

Proposals:

The grass frontage was once dissected by a brook. This could be used as a 'theme' to provide a strong, positive treatment. Expose/reintroduce the brook. Plant groups of 'riparian' native trees in groups against water course. Initiate differential mowing regimes to remaining grass to introduce texture and variation. (See Design Guidelines figure 12b).

Positioning of tree groups should be carefully considered in order to screen/limit views to front buildings and Bettws beyond.

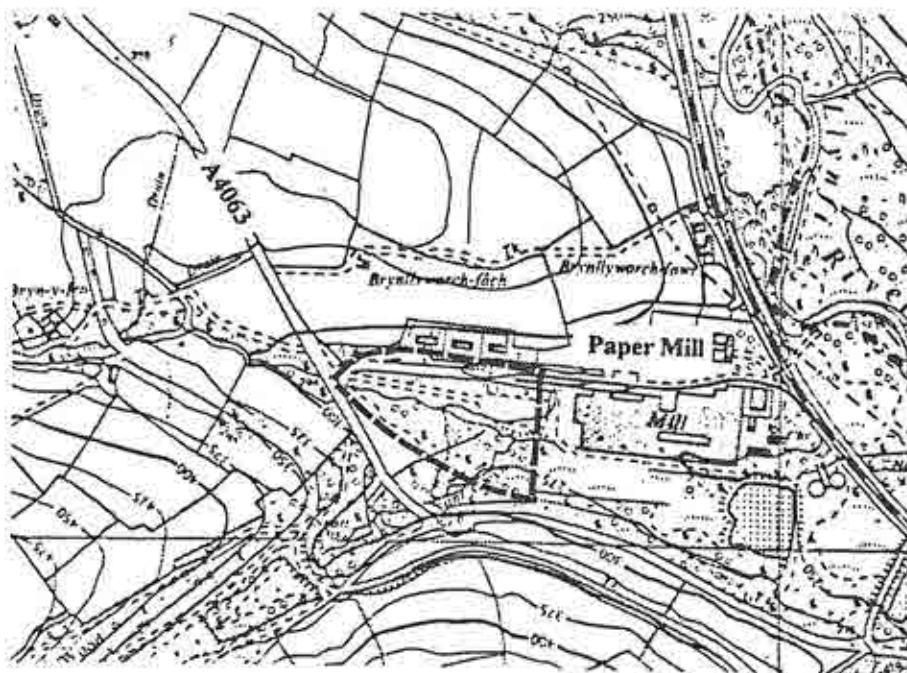
Provision of additional planting to car park edge to reinforce screen.

Information Summary:

31

■	Site No: 31
■	Site Location: Paper Mill Frontage (A4063)

- **Grid Ref:** 875872
- **Priority:** B
- **Land Ownership:**
BCB Highways/
Private
- **Ease of Achievement:**
2-3
- **Capital Cost:**
£50,000
- **Maintenance Cost:**
£2,500



Site Appraisal:

Existing play area located between A4063 and minor road, Maesteg. Play area is at considerably lower level, with grass embankments sloping up to roads. River Llynfi runs along west edge of site. Some moderate riparian vegetation but general access to riverside is poor.

Play equipment is in reasonable condition.

Proposals:

Clear litter. Remove and eradicate knotweed. Manage riparian vegetation and clear lower scrub.

Improve access to river corridor with improved riverside footpath on both sides and provision of footbridge. Reinforce with native trees.

Plant native trees and shrubs to embankments. Allow views from A4063.


Information Summary:
 32

■ **Site No:** 32

■ **Site Location:**
Play Area, Maesteg
(A4063)

■ **Grid Ref:** 856911

■ **Priority:** B

■ **Land Ownership:**
BCB part owned

■ **Ease of Achievement:**
2

■ **Capital Cost:**
£35,000

■ **Maintenance Cost:**
£1,750

Site Appraisal:

Important site having been recently restored from engine house of iron works to what is now the local leisure centre. Very poor context of rough, open parking ground to Maesteg Rugby Club is bleak and uninviting.

Approach road from Maesteg town centre is poor and confusing with insufficient signage.

Proposals:

Plant native trees and shrubs to low bund of car park, between leisure centre and Rugby Club.

Approach road to be planted with native trees and shrubs where space allows. Signage upgraded.

Stone masonry could be developed into local display combined with interpretation facilities, as site of historical importance.

*Information Summary:*

33

■ **Site No:** 33

■ **Site Location:**
Iron Works, Maesteg
(A4063)

■ **Grid Ref:** 849916

■ **Priority:** B

■ **Land Ownership:**
BCB/ Private

■ **Ease of Achievement:**
2-3

■ **Capital Cost:**
£13,000

■ **Maintenance Cost:**
£650

Site Appraisal:

Large expanse of unreclaimed valley side, rolling down onto backs of housing along a broad front. Creates a poor impression from A4063 and across valley.

River Llynfi separates housing from Twmpath Mawr and is similarly neglected, with knotweed growth, litter and poor access.

Strong potential for recreational opportunity and integration with proposed community route.

Proposals:

Plant majority of site with pioneer native tree species using whips and sced. (See Design Guidelines figure DG 11b).

Clear riverside knotweed and plant informal stands of riparian trees and shrubs.

Improve access to river and Twmpath Mawr, with footbridges over river at key locations. Improve river aeration using rocks and small cascades.

Advanced provision of strong woodland screen to backs of housing as ecological belt and visual buffer.

Define community route with planting and provide access nodes to Twmpath Mawr. Develop informal recreation activity on upper levels.

Information Summary: **34**

■ **Site No:** 34

■ **Site Location:**
Twmpath Mawr
(Maesteg)

■ **Grid Ref:** 855920

■ **Priority:** A

■ **Land Ownership:**
British Coal (Celtic-Private)

■ **Ease of Achievement:**
3

■ **Capital Cost:**
£150,000

■ **Maintenance Cost:**
£7,500



Site Appraisal:

Small attractive settlement located at confluence of Garw and Garw Fechan valleys. Source of several popular recreational routes linking to footpath and bridleway network on valley top. Scenic qualities attract many visitors.

Riverside location is not exploited due to adjacent parking.

Signage to Garw Fechan from A4064 is very low key.

Proposals:

Rationalise parking. Provision of seating against river.

Vehicular turning circle should be considered at head of Garw Fechan Road.

Upgrade signage at junction to A4064 to encourage use of scenic west valley side route.

(See Design Guidelines DGI4b)

Information Summary:


■ **Site No:** 35

■ **Site Location:**
Garw Fechan

■ **Grid Ref:** 905898

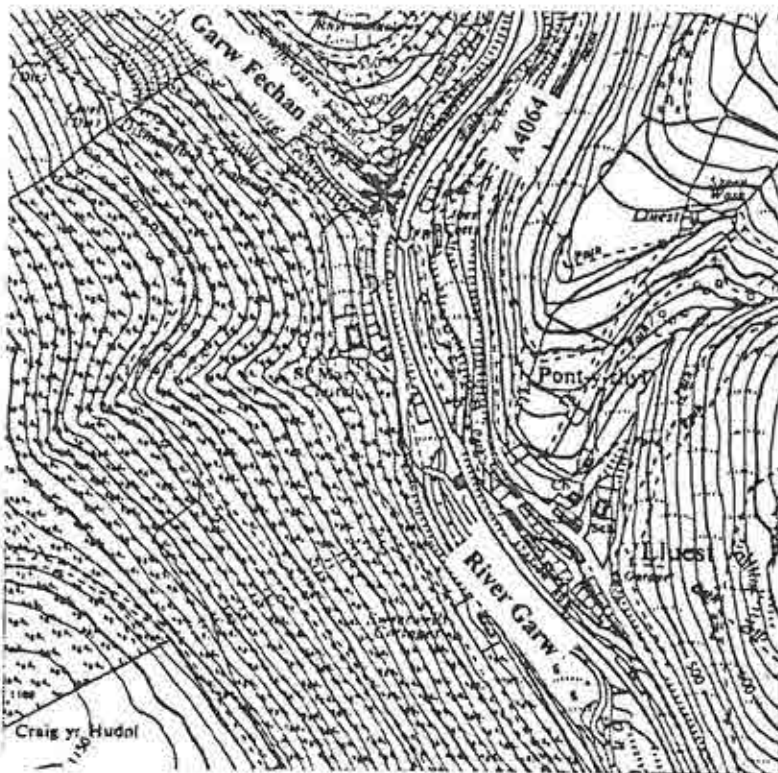
■ **Priority:** A

■ **Land Ownership:**
BCB/Private

■ **Ease of Achievement:**
2-3

■ **Capital Cost:**
£66,000

■ **Maintenance Cost:**
£3,300



Site Appraisal:

Located at important road bridge junction (leading to Garw Fechan), and site of proposed railway station. Buildings to east in shallow crescent on A4064, enclosing a broad space facing the road bridge. Small, open car parks to either side of road bridge are unattractive.

Garw river is culverted along east side of railway line.

Proposals:

Opportunity for development of town park. (See Design Guidelines figure DG 13b). Expose river and incorporate adjacent footpath. Provision of steps down from road to improve riverside access. Plateau area north of road bridge suitable for large seating area with vistas/feature. Plant trees to regular spacing. Delineate from road with bollards. All materials to be high quality. Incorporate existing reclamation scheme and railway station proposals. Resurface space in front of buildings to differentiate from main road. Improve pedestrian crossing facilities to proposed town park.

Information Summary:

■ **Site No:** 36

■ **Site Location:**
Pontycymer Town
Park

■ **Grid Ref:** 903915

■ **Priority:** A

■ **Land Ownership:**
BCB, BCB Highways,
& Private

■ **Ease of Achievement:**
2-3

■ **Capital Cost:**
E £250,000

■ **Maintenance Cost:**
£6,250



Site Appraisal:

Superb landscape setting with dramatic crags of Craig Ogwr, forestry on valley sides and bottom, small waterfalls on approach from south and panoramic views over the Borough to Bristol Channel (and into Rhondda) from high ground.

Limited parking at present. Proposed car park under construction nearby (in Rhondda). Pedestrian crossing facilities to roads are poor. A4061 approach road is infrequently marked with lay-bys, some of which are used for fly-tipping. Short section of road edge is protected against steep drop by poor, aged barrier. Grassed bank replaces barrier further east.

Proposals:

Provision of viewing platform on high ground between A4107 and A4061. (See Design Guidelines figure DG 15c). Include construction of footbridge to link access to proposed nearby car park. Use high quality materials.

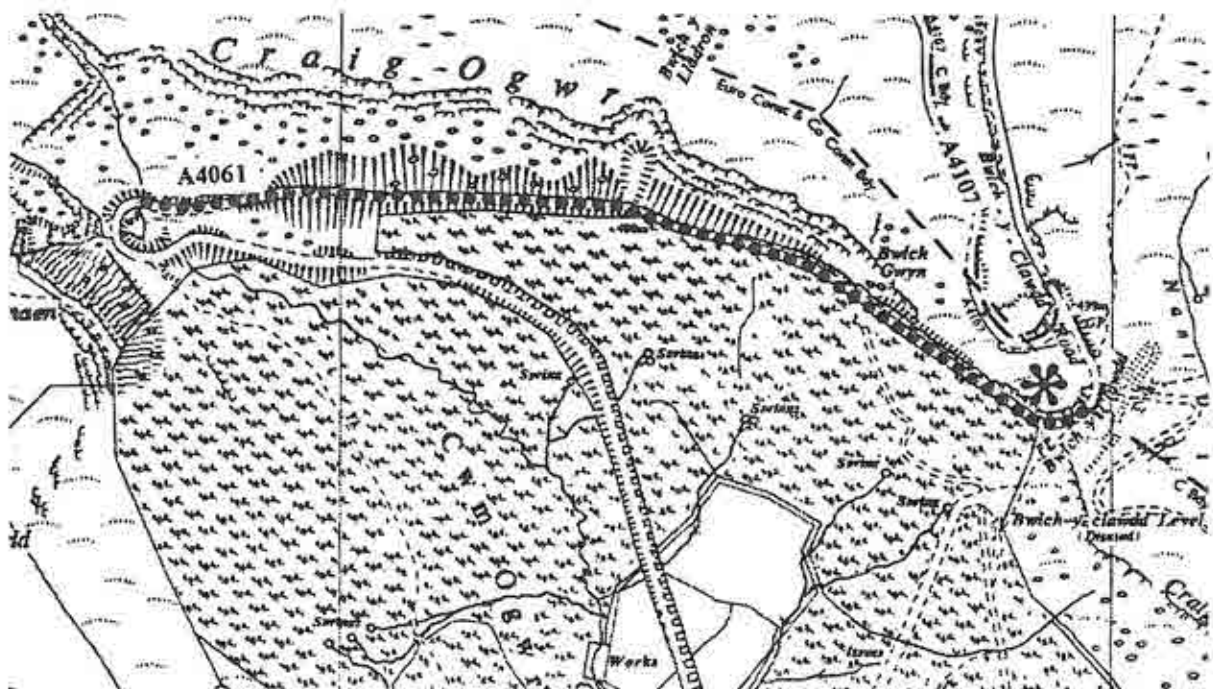
Improve road crossing to strengthen access to viewing area and routes to wider landscape.

Replace poor road barrier with grassed bank to marry with existing. Remove lay-by against slope edge to alleviate fly-tipping. Soften abrupt forestry edges with larch with varied edge.

Information Summary:

■	Site No: 37
■	Site Location: Bwlch y Clawdd and approach

- **Grid Ref:** 939945
- **Priority:** A
- **Land Ownership:**
BCB/Private
- **Ease of Achievement:**
2-3
- **Capital Cost:**
E £250,000
- **Maintenance Cost:**
£12,500



Site Appraisal:

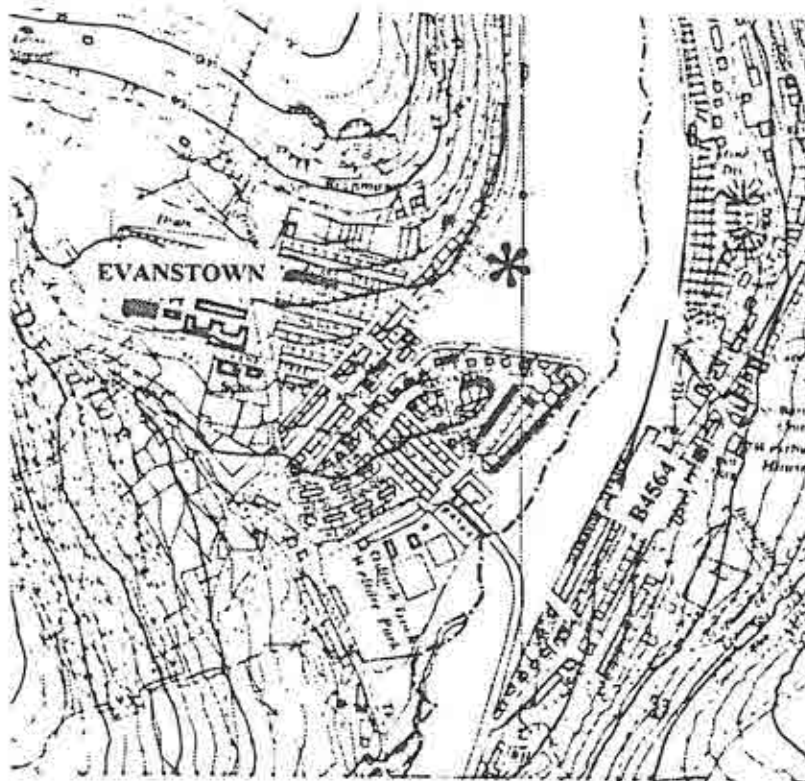
Bleak, prominent ridge of Mynydd Maes-teg above hard linear rows of housing is unsettling. Landscape context is key issue. Some good vegetation to lower ground is juxtaposed by lack of planting amongst housing. Large, open area, including car park and recycling bins, provides unrestricted distant views down valley to Mynydd y Gaer and windfarm.

Patchy forestry includes major blocks to west (Mynydd Maendy) and east (above Mynydd y Gilfach).

Proposals:

Afforest valley sides from Mynydd Maendy plantation to Mynydd y Gilfach. Reinforce broadleaf vegetation to lower ground and plant native trees through settlement where space permits. Planting to open space/viewing area to frame desirable views. Provision and footpath links down to informal walks below. Delineate space from road and buildings opposite with trip rail/bollards.

(See Design Guidelines DG16b).

*Information Summary:*

38

■	Site No: 38
■	Site Location: Evanstown

- **Grid Ref:** 979897
- **Priority:** B
- **Land Ownership:**
BCB/Private
- **Ease of Achievement:**
3
- **Capital Cost:**
E £100,000
- **Maintenance Cost:**
£5,000

Site Appraisal:

Industrial estate with very poor quality entrance with low grass mounding to east and unattractive low concrete wall to west at roadside. Car park and unsightly buildings against entrance are strong detractors. All plots fronting internal spine road are open to view.

Good stone wall field boundary defines road edge north of entrance. Signage is low key and poor. Proposed Bridgend Northern Distributor Road will improve access in long term.

Proposals:

Infrastructure planning required through estate, particularly to entrance and spine road. Plant native hedgerows to entrance as short term treatment. Plant native trees and hedgerow in place of low concrete wall to front of unsightly building at roadside.

Following proposed road construction, replace hedgerows at entrance and roadside with stone walls to match adjacent field boundary, in accordance with new entrance layout.

Upgrade signage in short term.

Information Summary:

39

■ **Site No:** 39

■ **Site Location:**
Brackla/Litchard
Industrial Estate
(off Heol West Plas
road)

■ **Grid Ref:** 916812

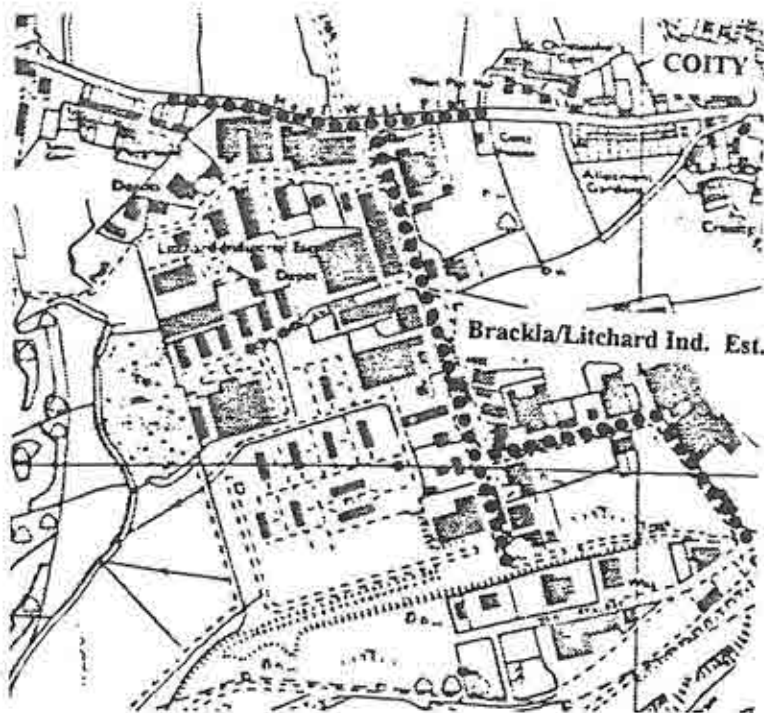
■ **Priority:** A

■ **Land Ownership:**
LAW/NUA

■ **Ease of Achievement:**
2

■ **Capital Cost:**
£53,000

■ **Maintenance Cost:**
£2,650



Site Appraisal:

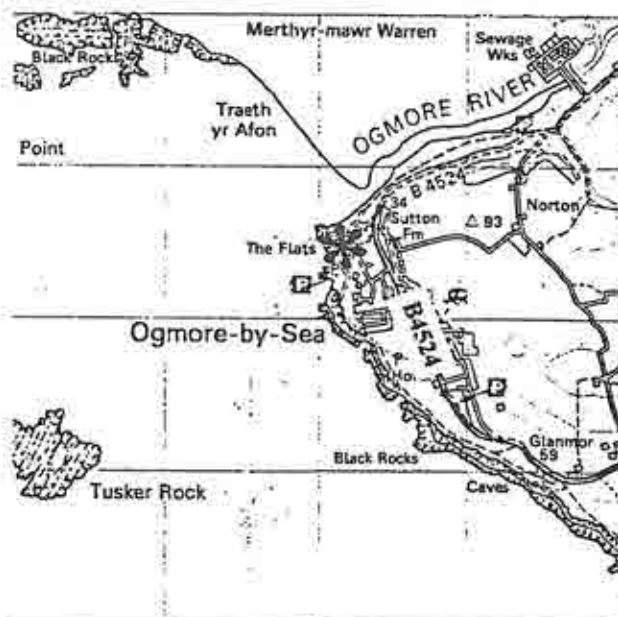
Strategically key site at the mouth of the Ogmore river. Existing car park is informally tiered down to beach. Layout is poor, sprawled and confusing, comprising of a series of small parking areas linked by numerous narrow lanes. The toilet facilities building is unsightly.

Conflict of management and use is key issue. Sheep grazing to land between lanes is often problematic with dog control and traffic, particularly at high summer when the car park is breaching full capacity.

Signage from B4524 is low key.

Proposals:

Rationalisation of site layout required. (See Design Guidelines figure DG 24b). Consolidation of parking centred around new toilet/visitor facility. Provision of improved and proper pedestrian access to beach. Restrict internal lanes to minimum. Provide controlled access to grass banks around car park for seating. Continue sheep grazing on adjacent land (to retain coastal character), uninterrupted by traffic and away from majority of car park users.

*Information Summary:*

40

■	Site No: 40
■	Site Location: Ogmore-by-Sea car park

- **Grid Ref:** 862755
- **Priority:** A
- **Land Ownership:**
BCB/Private
- **Ease of Achievement:**
1-2
- **Capital Cost:**
£190,000
- **Maintenance Cost:**
£9,500

Site Appraisal:

Small village dominated by junction of several roads. Existing village character is mostly dormant but potential exists for interesting village space. Car parking is dispersed, broadening the impact of the highway to Blackmill village centre.

Proposals:

Improvement of area outside Public House (including railings) and against War Memorial to create village space.

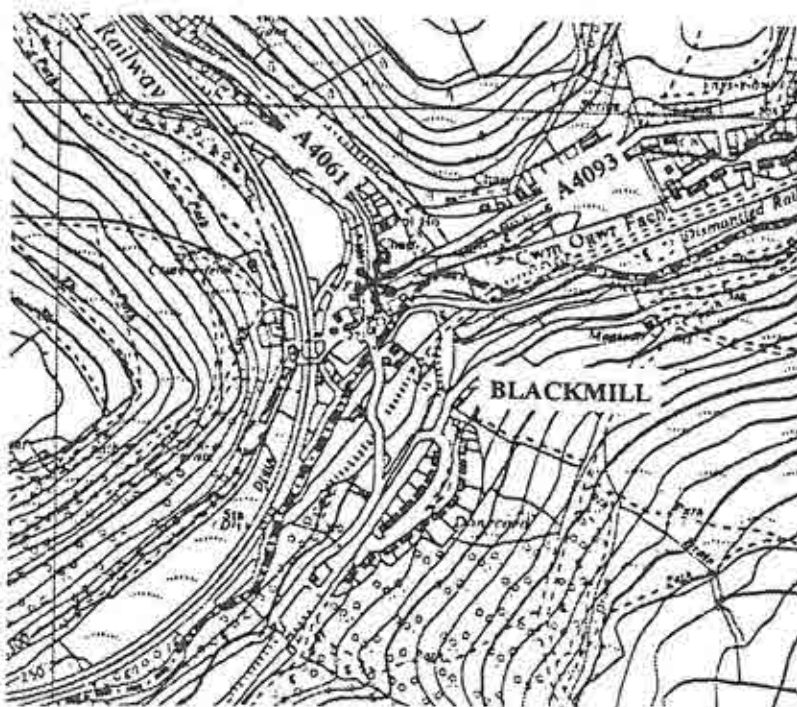
Rationalisation of car parking. Provision of additional seating, hardworks, tree planting, information point/interpretation relating to Ogwr Ridgeway Walk. Improve pedestrian/cycle road crossings relating to Ogwr Ridgeway Walk and Community route.

(See Design Guidelines DG16b).

Information Summary:

■	Site No: 41
■	Site Location: Blackmill Centre

- **Grid Ref:** 934868
- **Priority:** B
- **Land Ownership:**
BCB/Private
- **Ease of Achievement:**
2-3
- **Capital Cost:**
£87,000
- **Maintenance Cost:**
£4,350



Site Appraisal:

Poor frontages of community buildings and housing creates negative impression on approach to Ogmere Vale.

Limited opportunity exists to undertake any remedial work.

Proposals:

Planting on road boundary of housing and community facilities in consultation with residents. Use hedges, low key fencing and native tree planting.

(See Design Guidelines DG15c).

Information Summary:

42

■ **Site No:** 42

■ **Site Location:**
Pant-y-awel/
Lewistown

■ **Grid Ref:** 933882

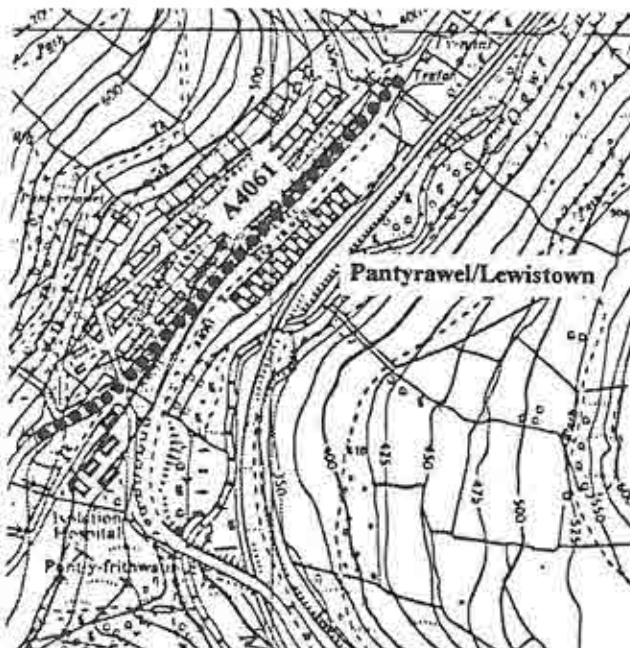
■ **Priority:** A

■ **Land Ownership:**
BCB

■ **Ease of Achievement:**
3

■ **Capital Cost:**
£50,000

■ **Maintenance Cost:**
£2,500



Site Appraisal:

Poor community buildings and housing divided distinctly between north and south, separated by 'old' Bettws and church. North housing is located on prominent landform, accentuating the hard, repetitive profile of the rooftops against the skyline.

Vandalism and crime is highly noticeable, indicating a deep rooted social problem. As a result softworks treatment and/or tree planting is non-existent.

The lack of tree cover throughout and against boundaries heightens the separation of Bettws from the surrounding semi-rural landscape.

Proposals:

Initial priority to establish Bettws as a housing action area for integrated improvements based on community consultation and involvement.

Planting on road boundary of housing and community facilities using hedges, low key fencing and native tree planting. Hedgerows and hedgerow trees to substantial areas of settlement boundary would help integration to landscape context.

Upgrade/reinforce community facilities.

Information Summary:

43

■ **Site No:** 43

■ **Site Location:**
Bettws

■ **Grid Ref:** 900870

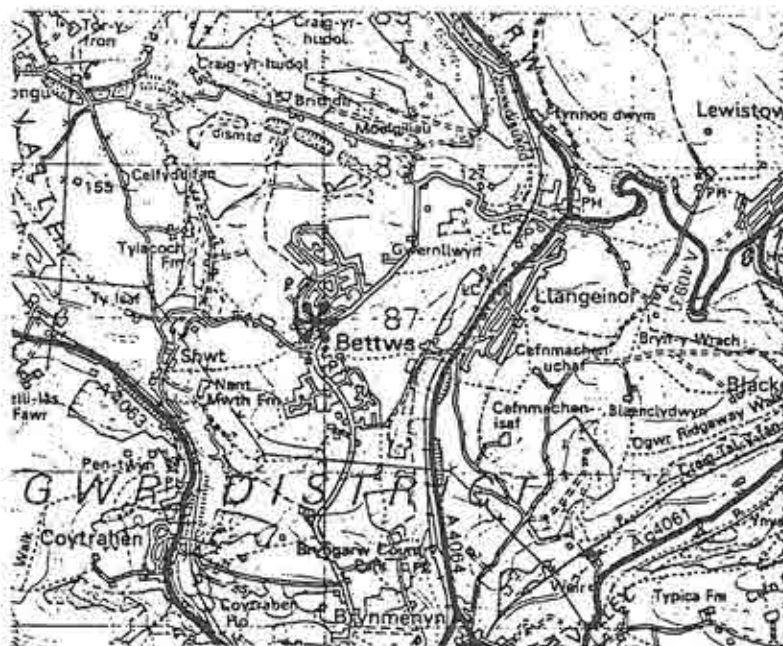
■ **Priority:** A

■ **Land Ownership:**
BCB/Private

■ **Ease of Achievement:**
3

■ **Capital Cost:**
E £100,000

■ **Maintenance Cost:**
£5,000



Site Appraisal:

Gateway to Ogmores Vale blighted by poor bus shelter on wrong side of road. Road crossing community route/cycleway at this point does not include proper crossing. Cycleway opens up views of backs of small holdings which are unsightly but have livestock.

Proposals:

Remove bus shelter and replace with new structure in better position.

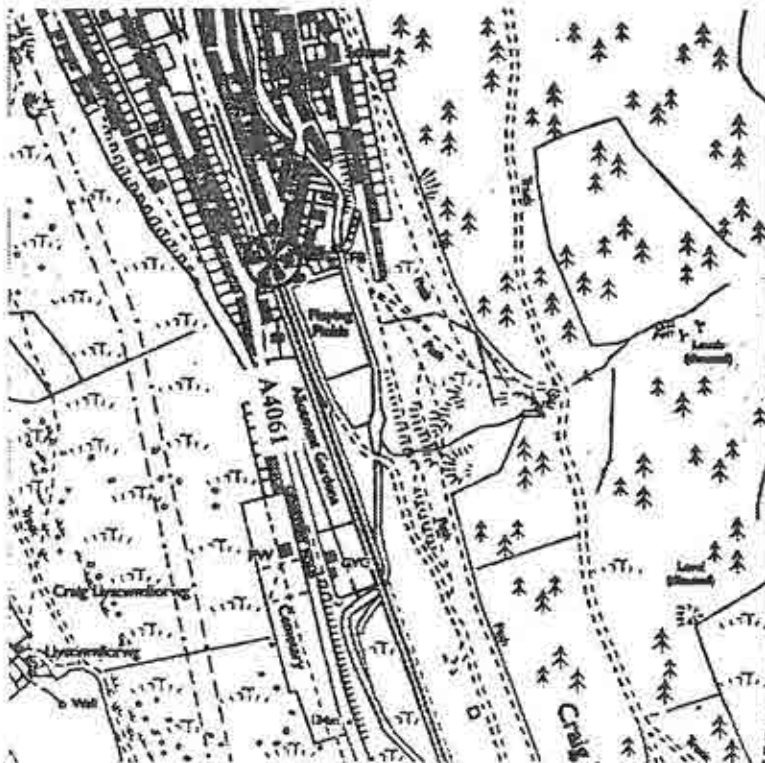
Provide high standard crossing point for community route across road. Include planting and replacement of broken fences with new to create neat boundaries to small holdings.

Information Summary:



■	Site No: 44
■	Site Location: Ogmores Vale/ Cycleway & Bus Shelter

- **Grid Ref:** 933896
- **Priority:** A
- **Land Ownership:**
BCB
- **Ease of Achievement:**
2
- **Capital Cost:**
£42,000
- **Maintenance Cost:**
£2,100



Site Appraisal:

Road approaches are poor adjacent to housing - mown grass, open verges. Generally disappointing introduction to resort. Roundabout treatment is sparse.

Existing limestone wall on north side of road is positive.

Information Summary:



■ **Site No:** 45

■ **Site Location:**
Porthcawl Approaches

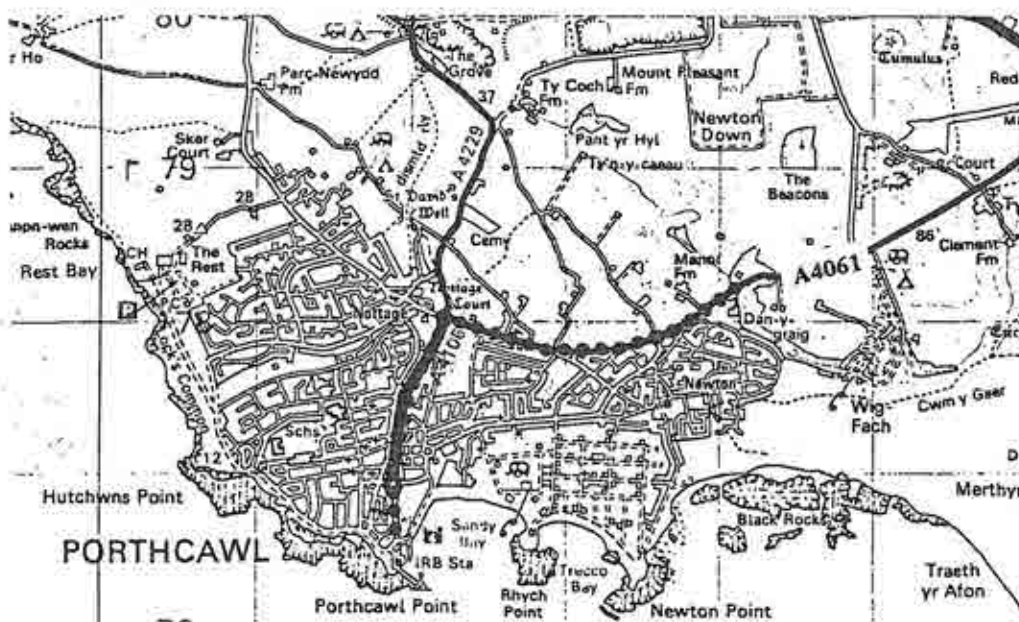
Proposals:

Plant with hedges and trees to separate housing from road.

Treat roundabouts with same palette of materials, including limited limestone walling at key locations.

(See Design Guidelines DG 24b).

- **Grid Ref:** 830778
- **Priority:** D
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
1-2
- **Capital Cost:**
£143,000
- **Maintenance Cost:**
£7,150



Site Appraisal:

Poor views to backs of housing at Sarn across disturbed/common land. Poor maintenance of road verges and banks creates unwelcoming impression.

Proposals:

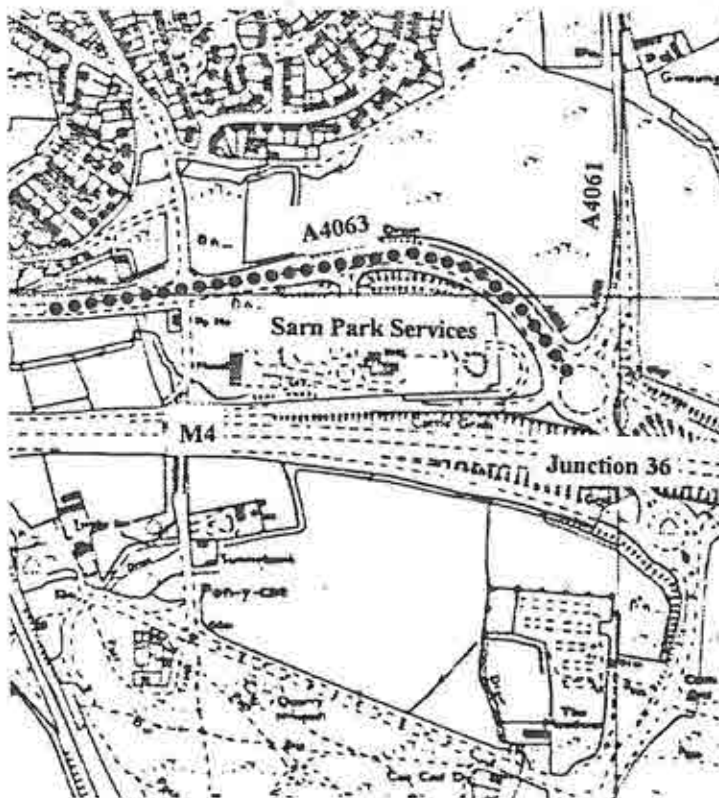
Clear bramble and weeds from road verges and banks. Plant hedge with native trees to screen views to backs of housing and strengthen road corridor.

Information Summary:

46

■	Site No: 46
■	Site Location: A4063 from Cymdda

- **Grid Ref:** 907831
- **Priority:** A
- **Land Ownership:**
BCB Highways
- **Ease of Achievement:**
2
- **Capital Cost:**
£48,500
- **Maintenance Cost:**
£2,425



Site Appraisal:

Community Route improvements and planting already carried out by Groundwork Ogwr. Recreation ground plateau has significant visual impact on valley. Valley bottom still dominated by linear settlement with exposed backs lacking in integration.

Information Summary:

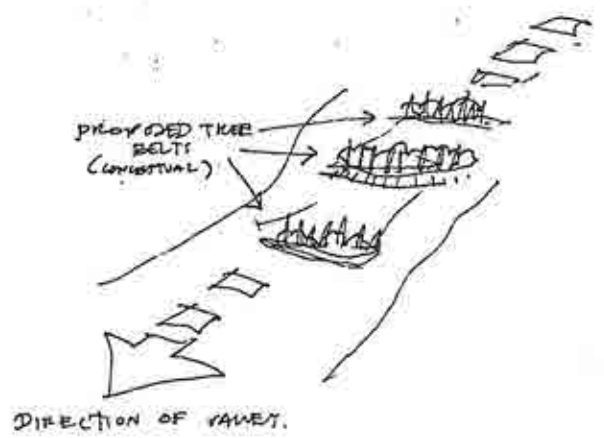
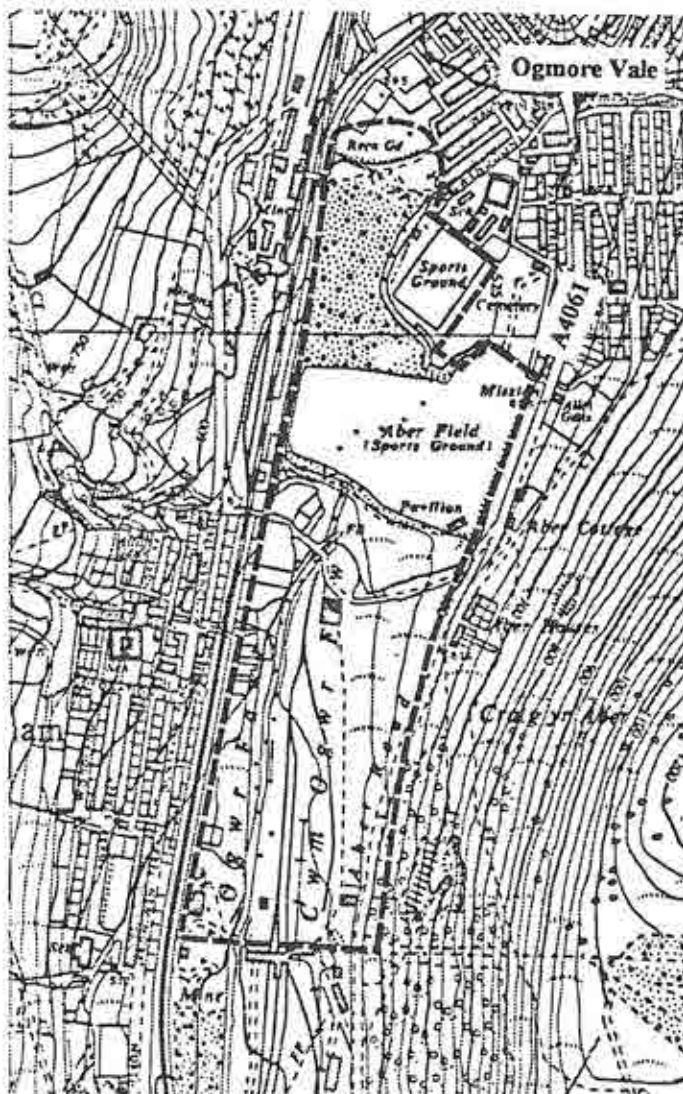


- **Site No:** 47
- **Site Location:**
Ogmore Vale
Community Park

Proposals:

Additional funding to create bold sweeps of planting across valley to emphasize 'damming' effect of plateau and to interrupt linearity of valley, integrate the settlement and help screen views to backs of terraces. It is also possible to view the area from the Bwlch, reinforcing the need for treatment on a grand scale.

- **Grid Ref:** 935917
- **Priority:** A
- **Land Ownership:**
BCB
- **Ease of Achievement:**
2
- **Capital Cost:**
£95,000
- **Maintenance Cost:**
£4,750



Site Appraisal:

Countryside Access in the borough requires improvement. There are numerous existing dismantled railway lines throughout the borough (Bridgend County) running down valleys towards the valley mouth area.

Proposals:

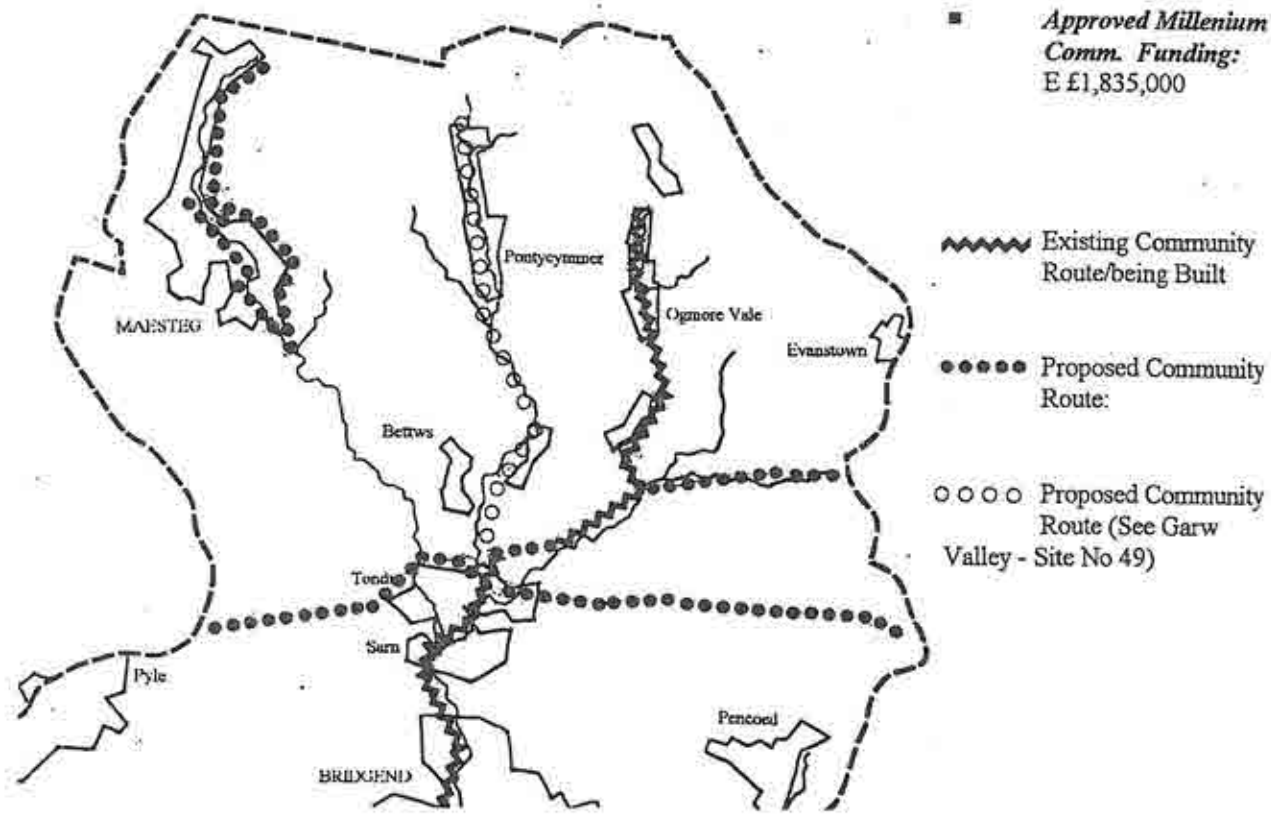
The Groundwork Ogwr 'Making Connections' Millenium Commission Bid , dated October 1995, puts forward opportunities to create a comprehensive network of routes linking settlements throughout the valleys to provide for leisure and recreational use by residents and visitors.
(See above study).

Information Summary:



- **Site No:** 48
- **Site Location:**
Valley Community Routes - Llynfi, Ogwr Fawr, Ogwr Fach
'Making Connections'

- **Priority:** A
- **Land Ownership:**
BCB, Railtrack, Others
- **Ease of Achievement:**
1-3
- **Total Cost:**
E £4,050,000
- **Approved Millenium Comm. Funding:**
E £1,835,000



Site Appraisal:

Environmental and recreational resource/opportunities in the Garw Valley are largely unexploited. Linkages along the valley bottom are poor. Extensive reclamation projects currently underway are an eyesore but also create opportunity for reinforcing linkages and environmental quality upon completion.

Proposals:

Identification of environmental and recreational opportunities in the Garw Valley by actively involving local communities at all levels, as realised in Groundwork Ogwr's 'Garw Valley Green Strategy' dated October 1995. (See also sites 28, 35, 36 and 53 within this action programme).

*Information Summary:*

49

■ **Site No:** 49■ **Site Location:**
Garw Valley■ **Priority:** A■ **Land Ownership:**
BCB, Railtrack■ **Ease of Achievement:**
1-3■ **Total Cost:**
E £1,145,000■ **Approved Millenium
Comm. Funding:**
E £572,500

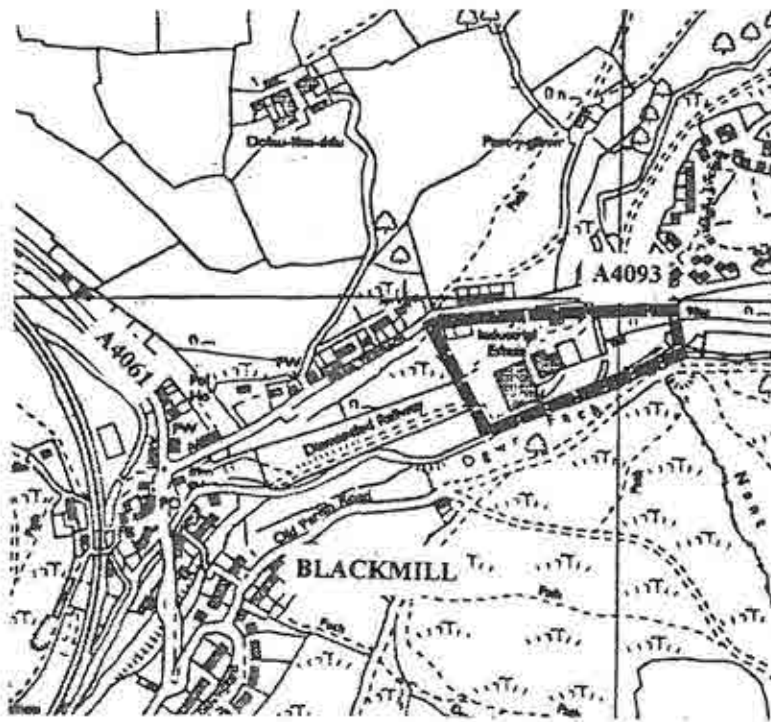
Site Appraisal:

Located East of Blackmill on the bottom of the narrow mouth of the Cwm Ogwr Fach. This is a small industrial estate comprised of crude parking area, site cabins and several industrial units. Unsightly and highly visible from A4093 above.

Proposals:

Native tree planting to roadside boundary and tree structure planting to site area and boundary. Improved signage on road required. Provision for passage of community route should, subject to feasibility, follow river course around edge of site area, with opportunity for waterside access.

(See Design Guidelines DG16b).



Information Summary

■	Site No: 50
■	Site Location: Blackmill Industrial Estate

- **Grid Ref:** 938869
- **Priority:** B-C
- **Land Ownership:**
BCB, Private
- **Ease of Achievement:**
2-3
- **Total Cost:**
£56,500
- **Maintenance Cost:**
£2,825

Site Appraisal:

Located on the southern boundary of Pyle, the estate has a poor, low key entrance off the A48. The internal site structure is incoherent and discontinuous and includes a piece-meal mixture of buildings of varying age and scale. Limited planting has been undertaken already but the site is lacking in overall structure/integrity.

Proposals:

Frontage boundary treatment is addressed in proposals for site 15. Upgrade signage to entrance from A48 and plot signage within site area.

Establish strong, integrated structure planting to plot frontages including native trees and shrubs. Replace poor security fencing where necessary with new to plot boundaries.

Reinforce/establish 'buffer' planting between estate and railway corridor to south and to boundary of residential area to north.

Information Summary:

■ **Site No:** 51

■ **Site Location:**
Village Farm
Industrial Estate

■ **Grid Ref:** 834820

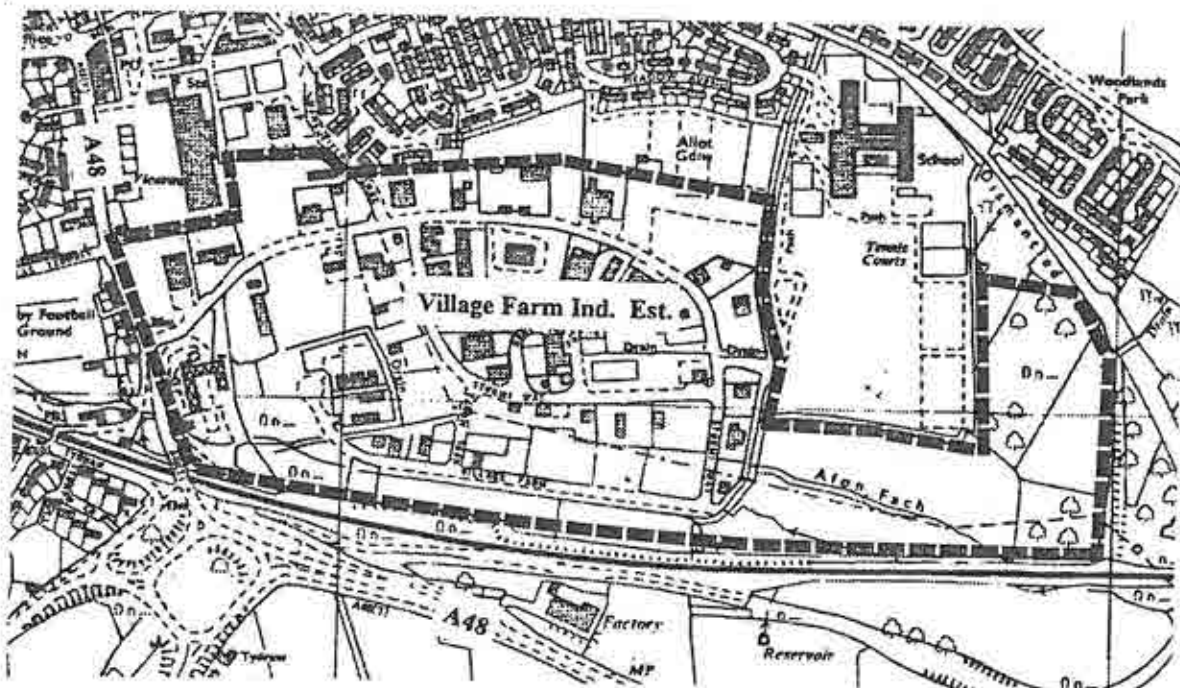
■ **Priority:** B

■ **Land Ownership:**
BCB, Private, NUA

■ **Ease of Achievement:**
2-3

■ **Total Cost:**
£188,000

■ **Maintenance Cost:**
£9,400



Site Appraisal:

Estate is situated between A473 and A48, east of Bridgend. Site has substantial areas of hard surfacing with opportunity for structure planting. Existing central area has limited shrub and tree planting. Poor frontage to A473 and entrance require treatment.

Proposals:

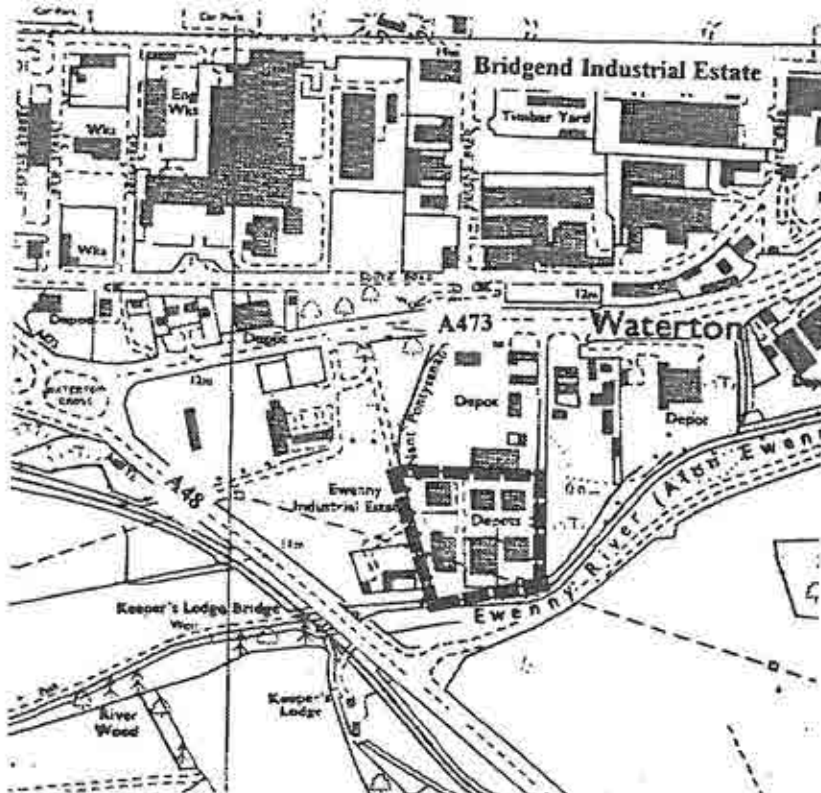
Retain good existing vegetation in central area and reinforce with native tree planting. Tree planting required to site boundaries. Tree and shrub planting required to frontage and entrance along A473.

Information Summary:

52

■	Site No: 52
■	Site Location: Ewenny Industrial Estate

- **Grid Ref:** 922784
- **Priority:** B
- **Land Ownership:**
WDA, Private, NUA
- **Ease of Achievement:**
2-3
- **Total Cost:**
£25,000
- **Maintenance Cost:**
£1,250



Site Appraisal:

T&D Moulding unit, located just north of Pontycymmer town centre, is set back from the A4064 with unpleasant, open ground between road and building. Redundant, open ground on opposite side of road also needs treatment.

Proposals:

Native hedge/shrub and tree planting to roadside in front of T&D Moulding and land opposite. Plant native trees within T&D Moulding site to compartmentalise internal arrangement.

Information Summary:

53

■ **Site No:** 53

■ **Site Location:**
T&D Moulding
frontage, (Garw)

■ **Grid Ref:** 903916

■ **Priority:** B

■ **Land Ownership:**
Private/BCB

■ **Ease of Achievement:**
2

■ **Total Cost:**
£16,000

■ **Maintenance Cost:**
£800

