

Bridgend Local Development Plan

2006-2021



Bridgend Local Development Plan

Examination

<http://www.bridgend.gov.uk/ldpexamination>

Wednesday 21 November 2012 10:00am

Session 2 – Housing Need and Supply

Bridgend County Borough Council's Rebuttal Statement

1. HOUSING REQUIREMENT

Qn1a. Does the evidence support the proposed level of housing requirement? In particular:

The Council acknowledges that some representors have stated that the need for affordable housing has been underestimated as a contributor to overall housing need. However as outlined in the Programme Officers email of the 8th November 2012; discussion of the extent of the need for affordable housing should take place at Session 3: Affordable Housing and Gypsy / Traveller Provision rather than Session 2: Housing Need and Supply. Therefore the Council will rely on the rebuttal statement submitted for Session 3 in respect of the issues raised regarding the need for affordable housing, the 2009 LHMA and it's 2012 Update.

- i) **Why is the projected dwelling requirement 2,000 less than the 2008-based Welsh Government household projection figure when the projected population is the same?**

The Council fundamentally disagree with Boyer Planning's view that growth linked to economic performance conflicts with Welsh Government advice. PPW specifically advises that housing growth should be broadly aligned with job prospects and indeed WG sees linking population / housing growth to the economy as a positive step. Boyer Planning cite evidence from the Welsh Government 2010 report 'Economic Renewal' that "the economy is too dynamic to forecast credibly over the long term". They point to the lack of credibility of the CE projections on the basis that the Pre-deposit consultation indicated an overall projected increase of 3846 jobs between 2006 and 2021.

However, this Pre-deposit growth scenario was 'pre' recession – produced at the height of the boom (2004/2005) and in the context of the Council's economic development strategy 'Fit for the Future'. No one could have predicted the crash that subsequently took place, not even the Bank of England which represented the greatest recession that has ever affected, and is still affecting this Country, since the Great Depression of the 1930s. Indeed some economic commentators consider that the deleveraging of the economy will take at least another 5 – 7 years to complete.

This 'unique' situation has necessitated the need to consider an updated and more realistic approach to take account of these major economic changes.

Boyer Planning states that because of lack of credibility in economic forecasting the Plan should be able to respond to increased growth scenarios. However such a vast fluctuation as Boyer seems to be indicating would render the Plan and the LDP Strategy meaningless.

There is a very high probability that the CE forecasts are right about what is likely to happen to the economy in the next 9 years, which in any event cannot be considered as the 'long term'. Indeed, even the most recent economic growth forecasts are proving to be slightly over optimistic with respect to the 'recovery', with the OBR, OCED, IMF etc. revising down Great Britain's immediate growth prospects as expressed in growth in GDP figures. The prevailing macro – economic circumstances cannot be denied and must be taken account of together with other local circumstances and factors, as this directly affects overall local need.

NLP on behalf of Redrow have noted that Cardiff Council are proposing a level of household growth below the WG 2008 based household projections and rely on projections undertaken by Edge Analytics that has reviewed the migration evidence within SE Wales and redistributed it by local authority area.

Although the Council is aware of the work undertaken by Edge Analytics, on behalf of Cardiff Council, it has not been directly involved in the process and is not aware of the detailed methodology of the projections. However this differing set of projections does emphasise the changes that can occur when applying differing methodologies and highlights the sensitivity of projections.

ii) To what extent does this relate to different assumptions about household size and, if so, are they justified?

The HBF state that *"there is also quite a significant discrepancy between the figures on average household size assumed within the CE report and the actual figures for average household size within the WG projections.*

The Council would like to clarify that average household size within the WG projections is not actual but are also projected.

iii) To what extent does it relate to the Council's assumption that all the additional dwellings will be fully occupied with none of the vacancies that occur in the existing stock and, if so, is that justified?

The HBF state that *"the Council has previously accepted the existence of a 4% in the County Borough through their involvement within the work undertaken by the SEWSPG."*

As outlined in Background Paper 1 (para 3.3.1 – 3.3.4 / SD35), the 'South East Wales Housing Apportionment Memorandum of Understanding' is a working hypothesis to provide a regional housing context for the preparation of individual Local Development Plans. However the process allows Local Authorities to deviate from the Memorandum of Understanding to take account of their local context and circumstances. This has been the case for

Bridgend, not only in respect of the vacancy rates, but with the apportioned dwelling requirement which was 7500 dwellings over the plan period.

iv) To what extent is the variation explained by any other factors and are these justified?

The HBF state that “we also found it perplexing that the CE report suggested that Bridgend will not change in terms of its sub regional offer over the LDP period, yet the LDP aims to significantly enhance Bridgend’s offer and make it a key economic player in the City Region.”

The HBF also state that: “In our view, given the aspirations of the LDP in this area, we do not believe it would be appropriate to adopt a dwelling requirement that is based on employment levels reducing. We believe that any projection that employment might fall should be treated as a warning sign and thus a stimulus to create a strategy that aims to reverse this projected reduction. As such, the LDP should adopt a strategy that actively plans for employment growth and should ensure sufficient homes are provided to ensure it succeeds.”

The representors have not taken the data from the CE report in the correct context. The employment projections are not planning for decline; rather they are planning for economic recovery. Table 3.1 of the CE report shows that from 2008 – 2012 there was projected to be a significant decline in employment (-1.7% pa). However, for the rest of the remaining 9 years of the plan period up to 2021, employment is expected to grow by up to 0.6%pa. This represents substantial growth, albeit from a very low base.

Table 3.2 of the CE report also shows the sectoral change in employment over the plan period. A strong shift away from manufacturing towards financial and business services is predicted. On a comparative basis, the sectoral projections in the CE report indicating growth in employment in financial & business services in Bridgend, is indicated to be greater than in any of the neighbouring areas, and so such employment within the sub-region will become increasingly concentrated in Bridgend as a result.

This sectoral shift will require different types of employment accommodation from that required by the sectors which have seen a decline; and therefore it is important that the Council provides a wide portfolio of new largely unconstrained sites to accommodate this growth.

2. HOUSING SUPPLY

Qn2b. What is the specific justification for these higher figures in terms of:

- i) Housing need?**
- ii) Any flexibility allowance in excess of the defined need?**

The Welsh Government states that a notional figure of 10% has previously been indicated and should be based upon evidence of previous under delivery by the local planning authority. Boyer Planning also state that a significant

flexibility allowance is required in light of the 'problems' experienced in the County Borough in terms of bringing land forward for development throughout the timeframe of the Unitary Development Plan.

In the LDP, the Council has sought to introduce an element of flexibility given the current economic conditions; however, it should not be construed that this is accepting that some of its site will not be delivered and that, without them, it would be unable to maintain a five year supply of land for housing.

It is not considered that the local planning authority has a history of under performance in housing; quite the contrary. Data from the Joint Housing Land Availability Studies (see Table 1 below) indicates that Bridgend has consistently had a substantial supply of housing land, well above the 5 year minimum required by Planning Policy Wales, when looking at both the Residual and Past Build Rates methods.

Table 1

Year	Residual Method - Total Land Supply in Years		Past Building Rates Method - Total Land Supply in Years	
2001	10.8		6	
2002	9.7		7.5	
2003	9.7		5.4	
2004	10.07		6.2	
2005	8.05		6.9	
2006	7.7		7.1	
2007	8.1		7.1	
2008	6.6		5.4	
2009	6.2		5.3	
2010	5.2		5.5	
2011	5.5		6.6	
*2012	(BCBC)	5.92	(BCBC)	6.84
	(HBF)	5.04	(HBF)	5.82
* = Disputed Figures				

Furthermore when comparing the projected completion figures and actual completion figures of large sites (Appendix 1) it can be clearly seen that there has been more than an adequate supply of sites that were jointly assessed and agreed as being immediately available.

The Bridgend Unitary Development Plan Inspector considered this issue and stated that a 10% flexibility allowance was *"unnecessary, and could be contrary to the promotion of sustainable development"* (Paragraph 4.1.32 of SD30 refers) She also commented that: *"I am satisfied that the LPA is providing sufficient, genuinely available land to provide a 5 year supply as required by Government policy, and will be monitoring that supply on a regular basis in future"*

Boyer Planning have also commented on a number of sites. In this respect the Council would provide the following clarification. Maesteg Washery (COM1(15)) has been reassessed for inclusion in the LDP with the proposed dwelling figure being reduced from 250 units to 135 units in the LDP. This reflects the infrastructure constraints on the much wider site and yet acknowledges the infrastructure work already undertaken, including access to serve the lower residential development plateau.

Residential sites at Princess Way, Brackla and Wydham Close, Brackla now form part of the North East Brackla Regeneration Area (COM1(2)) which is the subject of a development brief (SD:53). The site is also the subject of an approved planning application for 99 dwellings (Subject to signing of S106) with the wider regeneration area being subject to pre-application discussions for further residential development.

In respect of the Parc Afon Ewenni Regeneration Area (COM1(3)) and the South Wales Police, Cowbridge Road allocation (COM1(5)) the Council would like to confirm that these sites no longer form part of a single development brief. The reference that the Council would not accept incremental development solely relates to the Parc Afon Ewenni allocation.

Parc Derwen (COM1(1)) is a key greenfield site within the Bridgend SRGA with the majority of the infrastructure in place and contributes 15% of the dwelling supply in the LDP. The site is under construction, with 103 units completed in 2011 /2012. It is anticipated that the completion rate will increase, with 171 units immediately available for completion in 2012/ 2013, as illustrated in the 2012 JHLA Statement of Common Ground. It should also be noted that in terms of the 'agreed sites' as expressed in the JHLA` s and housing trajectory, it is the view of the Council that some of them are already artificially suppressed due to capacity issues of the volume house builders and the continued effect of the economic conditions and should external factors change sites could be brought forward at a quicker rate. In this respect there are already a number of full and reserved matters applications on Parc Derwen, that are either granted or pending a decision, which amount to approximately 1000 dwellings. The Council has also been in dialogue with the Welsh Government who would have grave concerns if this site was not progressed given that it is one of their largest greenfield development sites in Wales.

3. DELIVERY

Qn3b. Are there particular reasons why windfall completions were higher in those years and are these conditions likely to be repeated during the LDP period?

Qn3c. What has been the level of windfall provision since 2009?

Boyer Planning state they would question the accuracy of the windfall completion figures within Table 12 of Background Paper 2 (SD: 36) and make specific reference to the windfall completion figure for 2004.

In respect of 'Windfall Sites' the Council monitors such sites coming forward under the respective windfall policies of the Development Plan which was adopted at the time of the JHLA Study took place. In line with the with small sites allowance only the total number of completed units are monitored, rather than the number of units with planning consent. This is considered to provide a more realistic estimate of the contribution that 'Windfall Sites' make to the overall housing land supply.

In respect of the queries regarding the 2004 figures, the Bridgend UDP was not the adopted Plan at the time of the 2004 JHLA and the sites came forward under the respective windfall policy in the adopted Ogwr Borough Local Plan.

Qn3d. What effect may the non-delivery of some allocated sites within the early years of the LDP period have on overall delivery?

NLP on behalf of Redrow Homes state "Our previous representations raised concern that focussing development in the regeneration areas, particularly the valley communities which are less attractive to the market, would not achieve the stated objectives of revitalisation and would potentially result in non-implementation of development schemes."

Whilst Maesteg and the Llynfi Valley is identified as a SRGA, it is relatively small in scale and reflects the towns status in the Wales Spatial Plan and its ability to accommodate a reasonable amount of growth to assist in positively regenerating the area.

Table 3.1 of the plan confirms that the Maesteg SRGA (the only SRGA in the Valleys area) is accommodating 7% of the residential development allocated under Policies COM1 and COM2 of the plan. Overall, only 11% of the allocated dwellings are located in the Llynfi, Ogmere and Garw valleys.

In terms of Boyer Planning's statement that the Council are reliant upon a step change in housing from the low levels of delivery and that this has not been achieved in the first transition. The Council would contend that if you look at the 2011 JHLA (SD136) and take account of units under construction and the units under category 1, which were considered as immediately available for development, and then add the actual small site completions it would give a figure of 565 dwellings which would have achieved the step change required under Policy SP12 of 536 dwellings. It is the house building industry that has not 'achieved' not the availability of immediately developable sites.

Qn3e. Can the housing on the Porthcawl Waterfront site realistically be built and sold within the remaining years of the LDP period?

In terms of the infrastructure work associated with Porthcawl Waterfront Regeneration Area, planning application P/12/605/BCB for the realignment and raising levels of existing highway and improvement of drainage network was granted on the 19th October 2012 (Appendix 2). The application is for essential elements of the necessary infrastructure and ground works to allow the development of the wider regeneration site. The highways stopping up order has been submitted to Welsh Government and is currently on the 28 day statutory consultation (Appendix 3). Planning Application P/12/480/BCB was also granted on the 19/10/2012 (Appendix 4) for the raising of ground levels which forms part of the ground and infrastructure works in respect of the Regeneration Area.

The Commercial Property Agent, Cooke & Arkwright, appointed by the major land owners has advised that they will be seeking early release of the residential sites of both Phase 1 and Phase 2 and considers that the site is further advanced than would have been the case under the Chelverton Deeley Freed and Tesco proposal. They have been in consultation with a number of national house builders who have been very positive and they are therefore fully confident in respect of the delivery of the Porthcawl Waterfront Regeneration Scheme within the Plan period.

Qn3f. As there are less than 9 years remaining of the LDP period, what delivery of housing can realistically be expected on the Porthcawl Waterfront site in that period and what annual rate of development would this imply?

NLP have stated that they have based their completion figures for Porthcawl on two private developers and one affordable housing provider. However the Council would question this assumption given that other large development sites at Parc Derwen and Broadlands are and have operated with 3 and 5 private developers without taking account of the affordable housing providers.

Qn3i. Having regard to historic rates of delivery, how likely is it that the higher supply figures implied by implementation of the LDP flexibility allowance, and the still higher figures sought by others, can be achieved?

The HBF makes a number of assertions and sweeping statements that need to be examined further; many of which are not substantiated by the evidence of how the House Building Industry is operating nationally and locally, and which in many cases are contradictory.

The HBF claim that no evidence has been put forward to demonstrate that the proposed development rate represents the absolute limit in terms of house building capacity. But the question needs to be asked what the absolute limit is, and even if such a 'limit' were identified the issue that really needs to be addressed is that the rate identified should be the right amount. The HBF consistently make the case at Joint Housing Land Availability meetings that even though a site is unconstrained and is immediately ready for development that significant additional numbers won't come forward because there is a capacity limit to how many houses that can be built and which will come forward in a certain area. This is a self reinforcing fact, given that there are currently only a limited number of volume house builders operating in this area and at a time when the introduction of new players would be very difficult, given the highly leveraged nature of setting up new house-building companies. If for example one 'volume' homebuilder is active on just a few sites in and around Bridgend, even though they may have 'acquired' other sites or 'phases' of the same site, or others are available for purchase – the rate they will come forward is often dictated by their land-banking activities, perception of market demand and cash-flow situations. They will invariably wait to complete a site 'or phase' of a site before embarking on another. This entirely contradicts the claim that "the industry has the ability to increase delivery almost overnight". This just doesn't happen. The biggest acknowledged constraint to the house-building industry is not the availability of unconstrained sites; it is the lack of finance availability both to the industry and within the mortgage market, and aversion of risk. It is these issues that are acting as a constraint on development and not the lack of sites.

Overcoming the industry's internal problem of delivery won't be solved by providing additional sites that ultimately could undermine the LDP's Strategy by diluting its effectiveness and providing widely inappropriate targets that the industry or the Council will have no hope of achieving as the HBF seem to be suggesting. By allocating substantially more housing, the LPA would indeed be planning for failure – set within the context of having to provide a realistic and deliverable LDP, which will be judged on how it delivers on its targets. The HBF seem to be proposing that targets are an irrelevance and that the LPA should pursue a policy of 'allocate'

everything in the 'hope' that some will get developed taking the concept of flexibility to the absolute extreme.

The LPA are already relying on the ability of the House Building Industry to 'up their game' in the latter part of the LDP with the expectation that external factors will improve as forecasted and funding will be eased to deliver the CE proposed housing projection of 9000 dwellings, without having to accommodate what could be considered to be wholly unrealistic targets implied by the WG 2008 projections.

In terms of some of the specific points raised: -

The HBF State "to a certain extent home building levels have been affected by the current economic climate, however, this should not be a marker for the future. Not only does this resign the housing strategy of the LDP to failure with respect to promoting and increasing house building, but it also fails to recognise the home building industry's ability to react quickly to any future change in circumstances. In this respect, the industry has the ability to increase delivery almost overnight, whilst the planning system would take a considerable length of time to adjust to such changes.

Boyer Planning state "Completions have been more-or-less at the level required by the UDP (as set out in recent JHLAS's). However, I would note that completions would have been significantly greater had land not been constrained – in particular there exist a number of large sites that have been forecast to contribute towards the supply for around a decade but have consistently failed to do so."

In the first instance it should be noted that home building levels have been significantly affected by the current economic climate. The Council would also clarify that past build rates have not been used as a marker for the future dwelling requirement and are based on the CE2009 Projections as detailed in the LDP supporting evidence and the Councils further submission. If past build rates were considered as a basis for the future requirement, this would equate to a requirement of between 7665 dwellings (511 dpa) and 7845 (523 dpa) based on 5 and 10 year average completions between 1996/97 and 2005/06.

In addition to the Councils above view more specifically regarding the statements that the building industry has the ability to 'increase delivery almost overnight' and that 'completions would have been greater had land not been constrained'. As demonstrated in Table 1 the Council has consistently maintained a 5 year supply of housing land in accordance with the requirement of PPW. Furthermore, Table 2 (Appendix1) fundamentally demonstrates that Bridgend CBC has consistently had readily available land for development, which was considered free from constraint and financially viable, however it has been the building industry which has not been able to match the proposed completions even in the boom years pre-recession.

Appendix 1:

Table 2: Comparing Dwellings Available on Large Sites with Actual Large Site Completions

Table 2: Comparing Dwellings Available on Large Sites with Actual Large Site Completions

Year	2000 / 2001		2001 / 2002		2002 / 2003		2003 / 2004		2004 / 2005		2005 / 2006	
JHLA Study	2000		2001		2002		2003		2004		2005	
Dwellings Available on Large Sites (Under Construction & Category 1)	938		608		563		642		630		807	
	U/C	CAT 1										
	367	571	329	279	236	327	256	386	282	348	378	429
JHLA Study	2001		2002		2003		2004		2005		2006	
Actual Completions on Large Sites	613		498		346		417		566		383	

Year	2006 / 2007		2007 / 2008		2008 / 2009		2009 / 2010		2010 / 2011		2011 / 2012	
JHLA Study	2006		2007		2008		2009		2010		2011	
Dwellings Available on Large Sites (Under Construction & Category 1)	907		750		471		373		379		518	
	U/C	CAT 1										
	350	557	295	455	180	291	124	249	127	252	186	332
JHLA Study	2007		2008		2009		2010		2011		2012	
Actual Completions on Large Sites	548		417		326		215		227		400	

Appendix 2:

Decision Notice

P/12/605/BCB: Realignment and raising levels of existing highway and improvement of drainage network

Planning Reference No : **P/12/605/BCB**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992

PROPOSED DEVELOPMENT BY BRIDGEND COUNTY BOROUGH COUNCIL

Applicant Name : BRIDGEND COUNTY BOROUGH COUNCIL
Development : REALIGNMENT AND RAISING LEVELS OF EXISTING HIGHWAY AND
IMPROVEMENT OF DRAINAGE NETWORK
Location : EASTERN PROMENADE & THE PORTWAY PORTHCAWL BRIDGEND

In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 the above proposal was considered by Bridgend County Borough Council, as Local Planning Authority, and it was resolved that the Council carry out the development subject to the condition(s) specified below:

CONDITIONS

- 1 No development shall commence until such time as a scheme showing a temporary access to Hillsboro Place Car Park and the Hillsboro Place Surgery has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall include safe and effective pedestrian movement to and from local facilities during the construction phase and shall be completed as approved and retained for the duration of the construction works to the west of the proposed Portway roundabout.

Reason: In the interests of highway safety and to ensure adequacy and continuity of supply of parking facilities during the construction phase. (Policy: Planning Policy Wales, Parking Guidelines, Policies T2, T7, T18 Bridgend Unitary Development Plan)

- 2 Notwithstanding the details indicated on the approved plans, designated coach drop off/pick up facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The facilities shall be completed in accordance with the approved details and be available for public use prior to beneficial use of the infrastructure works commencing.

Reason: In the interests of highway safety and the promotion of sustainable forms of transport. (Policy; Planning Policy Wales, policies T2, T7, T18 Bridgend Unitary Development Plan)

- 3 The revised road arrangement including the new Portway roundabout, the link to Hillsboro Place, and realigned primary highway along Eastern Promenade and to the north, as shown on the general arrangement drawing number CKA002329-PL/004 REV A shall be completed as approved prior to the existing Portway south of the Portway roundabout being closed.

Reason: In the interests of highway safety. (Policy: Planning Policy Wales, policies T2, T18 Bridgend Unitary Development Plan)

- 4 Notwithstanding the approved layout plans, the infrastructure works shall be implemented in accordance with the approved engineering details before any part of the road layout is brought into beneficial use.

Reason: In the interests of highway safety.(Policy T2 Bridgend Unitary Development Plan).

- 5 No development shall commence until such time as a Method Statement and Phasing Plan has been submitted to and approved in writing by the Local Planning Authority for the new and existing infrastructure works including the means of dealing with the redundant areas of highway, means of maintaining temporary access to Hillsboro Place Car Park & surgery site. The Method Statement shall include information on the number and type of vehicles to be used, access routes, the duration of the operations, the volume and nature of any material to be removed and the order in which the various elements shall be progressed. The Method Statement and Phasing Plan shall be adhered to for the duration of the works.

Reason: In the interests of highway safety and for the avoidance of doubt (Policies T2, T18 Bridgend Unitary

Development Plan).

- 6 The proposed temporary means of access to the Sea Cadets building and the harbour area shall be controlled to prevent unrestricted access to motor vehicles to prevent inappropriate parking by members of the public on a redundant section of county highway in accordance with a scheme and timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Policy T2 Bridgend Unitary Development Plan).

- 7 No development shall commence until a scheme for the provision of replacement car parking for any kerbside space on Eastern Promenade and that element of the Salt Lake Car Park, temporarily or permanently, lost as a result of the infrastructure works, together with details of the revised car park access has been submitted to and agreed in writing by the Local Planning Authority. The approved car parking area shall be completed in accordance with the approved scheme before beneficial use of the new road arrangement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure facilities are available to satisfy peak demands for parking (Policies T2, T7 & T18 - Bridgend Unitary Development Plan & Parking Guidelines).

- 8 No development shall take place until a scheme for the provision of temporary traffic management including any temporary vehicular and pedestrian links to existing car parks, buildings situated around the local area including the harbour, all local facilities, the fire and ambulance service, and residential properties which shall be maintained at all times during the construction, has been submitted to and agreed in writing by the Local Planning Authority and implemented before and during the works to improve the highway, until all permanent routes are in place and open to the public.

Reason: In the interests of highway safety (Policy; T2 Bridgend Unitary Development Plan).

- 9 Notwithstanding the submitted plans no development shall take place until a scheme for the provision of a temporary compound and car park for construction vehicles, including its access onto the county highway, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to commencement of works on site and maintained for the duration of the construction works.

Reason: In the interests of highway safety (Policy T2 Bridgend Unitary Development Plan).

- 10 No development shall take place until details of mechanical, automatically operated, self-contained wheel washing facilities including a temporary / permanent access road / hardstanding completed in permanent materials have been submitted to and agreed in writing by the Local Planning Authority. The facilities shall then be provided and retained as approved for the duration of the development including the Earthworks / muck shift as approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety by preventing mud and debris from being carried out onto the existing maintainable highway (Policy T2 Bridgend Unitary Development Plan).

- 11 * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

1. This application is recommended for approval because the development complies with Council policy and supplementary planning guidance, does not raise any environmental or amenity concerns and is considered essential for the future regeneration of the Porthcawl waterfront.

2. The stopping up procedure relating to The Portway and part of the Eastern Promenade shall be completed in accordance with the general arrangement drawing no CKA002329. PL/004 Rev A, under S247 of the Town and Country Planning Act 1990 on or after the alternative highway arrangements are open to the public. There may

also be a need to progress a public consultation exercise in relation to the raised plateau proposals. It will be essential to include time needed for the legal procedures to extinguish the existing route in the programme for the new infrastructure works.

3. Whilst the capacity of the Hillsboro Place Car Park will not be affected by the works, temporary access arrangements to the facility together with those of the existing surgery will have to be agreed prior to works commencing (condition 1 and /or condition 5 refers)

4. Prior to consent being granted the developer is advised to define a safe access via The Portway, for construction traffic for the duration of the building operations, avoiding New Road, in accordance with the aspirations identified in SPG Appendix B item 3. (Condition 5 refers)

5. The road infrastructure proposed has previously been subject to a comprehensive Transportation Assessment associated with the previous application no P/08/0325/BCB and the 7 Bays Project documentation, and has been found to be acceptable to serve existing traffic levels and those anticipated levels likely to be generated by the proposals arising from the release of future development parcels. Whilst the road arrangements broadly replicate that previously submitted and agreed by officers, the Highway Authority reserves the right to require further highway improvements as deemed necessary on consideration of such further development proposals.

6. The developer is advised that the development should be designed and completed in accordance with the principles of the Seven Bays Project Porthcawl Waterfront Supplementary Planning Guidance (2007), the associated Transportation Assessment and appropriate BCBC Design Standards. In this respect paragraph 3.22.2 of the Transportation Assessment states "The Eastern Promenade will be re-constructed with a lower parking capacity than at present, some being lost to provide appropriate coach drop off/pick up facilities" (Condition 2 refers). It should be noted that the greater part of the Salt Lake Car Park is outside the application site and is not in the sole control of the Council. Any replacement parking arising as a result of these works may require the agreement of a third party.

7. The scheme should be subject to an independent Stage 2 Safety audit.

8. The developer will need to liaise with the highway authority to ensure no part of the proposal jeopardises the council's proposals for the Bridgend Coastal Path.

9. The developer is advised to carry out a geotechnical survey and identifying the nature and stability of the material beneath the Eastern Promenade.

10. The developer is advised to have regard to the comments made by Environment Agency Wales dated 28th September 2012, the Council's Structural Engineer dated 4th September 2012 and the crime Prevention Officer dated the 29th August 2012. The full text of these responses are available via the planning application search facility at www.bridgend.gov.uk/planning

Dated : 19th October 2012

Signed :



CORPORATE DIRECTOR - COMMUNITIES

Appendix 3:

Welsh Government : The Stopping up of
Highways (Various roads, Porthcawl Harbourside)

SITE PLAN
Scale 1:2500

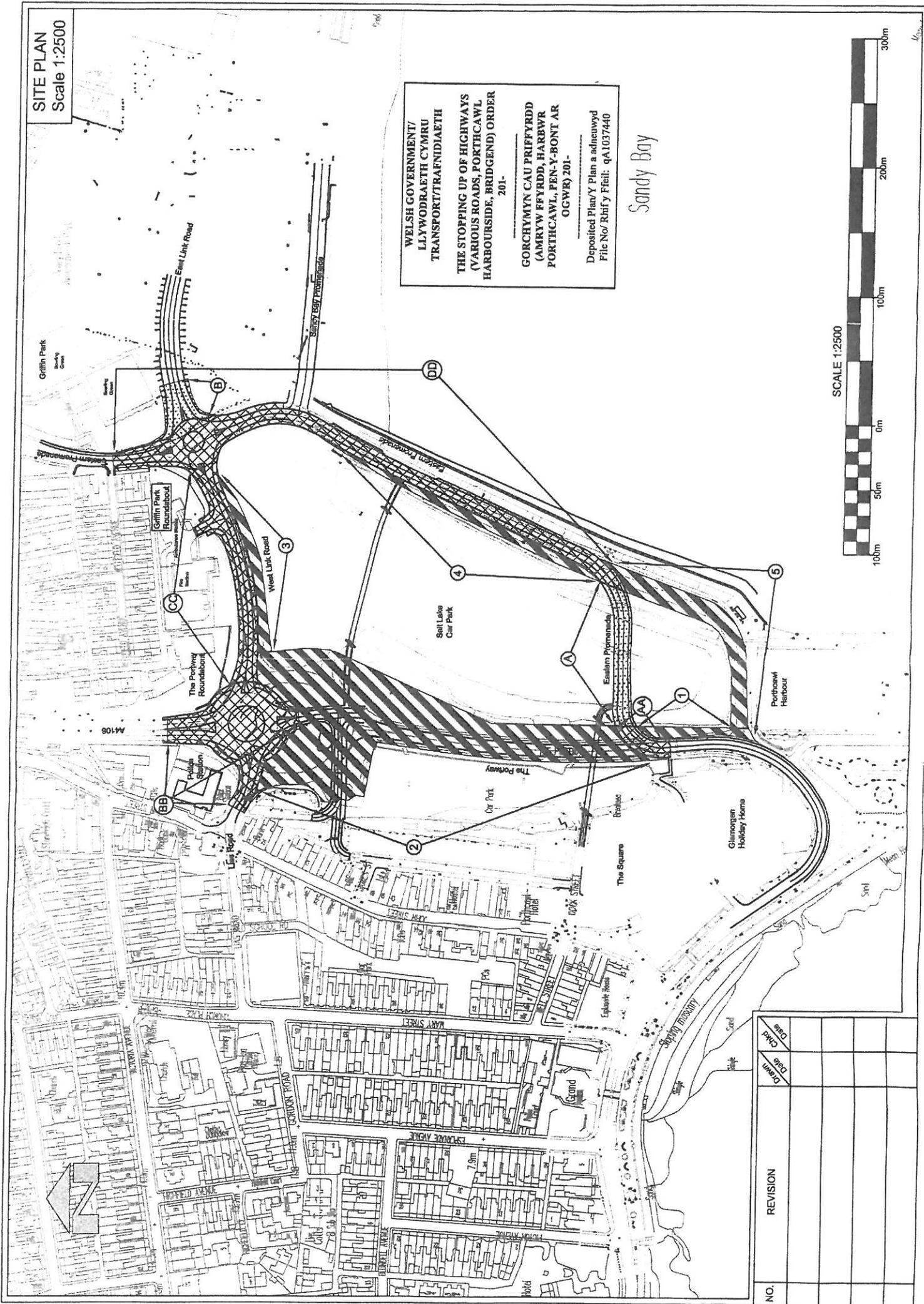
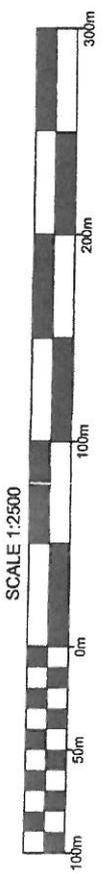
WELSH GOVERNMENT/
LLYWODRAETH CYMRU
TRANSPORT/TRAFNIDIAETH

THE STOPPING UP OF HIGHWAYS
(VARIOUS ROADS, PORTHCRAWL
HARBORSIDE, BRIDGEND) ORDER
201-

GORCHYMYN CAU PRIFYRDD
(AMRYW FFYRDD, HARBWR
PORTHCRAWL, FEN-Y-BONT AR
OGWR) 201-

Deposited Plan/Y Plan a adnewydd
File No/ Rhify Ffili: qA1037440

Sandy Bay



NO.	REVISION	Date	Drawn	CHKD

Appendix 4:

Decision Notice

P/12/480/BCB: Raising of ground levels and construction of footpath across site

Planning Reference No : **P/12/480/BCB**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992

PROPOSED DEVELOPMENT BY BRIDGEND COUNTY BOROUGH COUNCIL

Applicant Name : BCBC REGENERATION PROJECTS
Development : RAISING OF GROUND LEVELS AND CONSTRUCTION OF FOOTPATH ACROSS
SITE - AMENDED DESCRIPTION
Location : LAND OFF EASTERN PROMENADE / THE PORTWAY PORTHCAWL BRIDGEND

In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 the above proposal was considered by Bridgend County Borough Council, as Local Planning Authority, and it was resolved that the Council carry out the development subject to the condition(s) specified below:

CONDITIONS

- 1 Other than any material required in order to complete or facilitate the proposed landscaping scheme, no material shall be imported onto the site other than that removed from the harbour basin unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt as to the extent of the consent and to prevent general and indiscriminate tipping operations on the site. (Policy REG3 of the UDP)

- 2 Within 3 months of the cessation of tipping operations the site shall be landscaped in accordance with the details indicated on drawing PPH(8104723)-T01 Revision A unless otherwise agreed in writing by the Local Planning Authority.

Reason: in the interest of visual amenity (Policy REG3 and EV45 of the UDP)

- 3 The materials to be used in the landscaping scheme shall be comprehensively tested in order to prevent any chemical, biological or radioactive contaminants posing potential hazards and risks to human health. The test results and sampling shall be submitted to the Local Planning Authority for review prior to the implementation of the landscaping scheme.

Reason: In the interests of public safety.

- 4 There shall be no access provided to or from the site via the section of highway known as The Portway.

Reason: In the interests of highway safety (Policy T2 of the UDP)

- 5 Notwithstanding the details submitted with the application, no development shall take place until an additional method statement detailing the means of transporting the infill material between the harbour and the site has been submitted to and approved by the Local Planning Authority. The approved statement shall include details of the timescale of the muck shift operation, and the frequency of construction plant movements throughout the day. The development shall be carried out in accordance with the approved statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Policy T2 of the UDP)

- 6 Notwithstanding the details submitted with the application, no development shall take place until details of mechanical, automatically operated, self-contained wheel washing facilities including a temporary / permanent access road / hardstanding completed in permanent materials at the access onto the highway have been submitted to and approved by the Local Planning Authority. The facilities shall then be provided and retained as approved for the duration of the muck shift operation unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety by preventing mud and debris from being carried out onto the existing maintainable highway (Policy T2 of the UDP)

- 7 Notwithstanding the details submitted with the application, no development shall take place until a scheme for

the provision of temporary traffic and pedestrian management during the muck shift operation and construction works has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved before and during the works unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Policy T2 of the UDP)

- 8 Notwithstanding the details indicated on the approved plans, the final finished levels of the site shall be agreed in writing by the Local Planning Authority prior to the implementation of the landscaping scheme. The development shall be completed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt as to the scope of the consent and in the interests of visual amenity (Policy EV45 of the UDP)

- 9 * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. This application is recommended for approval because the development complies with Council policy and supplementary planning guidance, does not raise any environmental or amenity concerns minimises hgv movements, minimises CO2 emissions and is considered essential for the future regeneration of the Porthcawl waterfront.

b. Prior to works commencing on site, the applicant may be required to ensure that the contractor appointed to undertake the works shall enter into an agreement with BCBC (as Local Highway Authority) under Section 59 of the Highways Act in respect of any deterioration of the highway and verges as a result of the infill operation.

c. Rainwater run-off should not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under section 163 of the Highways Act 1980.

d. The developer's attention is drawn to the comments made by Environment Agency Wales, The Group Manager Public Protection and the Land Drainage Section. The full text of these responses is available to download via the Council's planning application search facility www.bridgend.gov.uk/planning

Dated : 19th October 2012

Signed :



CORPORATE DIRECTOR - COMMUNITIES