

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

**LOCAL IMPACT REPORT**  
**ON BEHALF OF THE LOCAL PLANNING AUTHORITY**

**Town & Country Planning Act 1990**

**The Developments of National Significance**  
**(Wales) Regulations 2016**

**Application by Energion Ltd.**  
**at**  
**Land north of Felindre Road**  
**Pencoed CF35 5HU**

**Local Planning Authority Reference: P/19/797/DNS**  
**Planning Inspectorate Reference: DNS/3213704**

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## **1.0 INTRODUCTION**

- 1.1 This Local Impact Report (LIR) has been prepared by Bridgend County Borough Council's Local Planning Authority (LPA) to meet the requirements of Section 62K of the 1990 Act, and Regulation 25 of the Developments of National Significance (Procedure) (Wales) Order 2016.
- 1.2 The LIR has been prepared to inform the Planning Inspectorate of the likely impact of the proposed development on the area. The report is based on local knowledge and evidence of local issues.
- 1.3 In accordance with Section 62K, the LIR will set out as a minimum: -
- The likely impact of the development on the area
  - The Planning History for the site
  - Local designations relevant to the site/surroundings
  - The likely impact of any application in relation to a secondary consent being granted
  - Any relevant local planning policies, guidance or other documents
  - Draft conditions or obligations which the LPA considers necessary for mitigating any likely impacts of the development
  - Evidence of the Publicity undertaken by the LPA in accordance with the Procedure Order, i.e. a copy of the Site Notice, photographs of the Site Notice on display and a map showing the location of the Site Notice.
- 1.4 This LIR is reliant upon information available within the submitted documents and prior knowledge of the site. The LIR takes note of the relevant procedural guidance contained at Appendix 5 of the Welsh Government's 'Guidance on Developments of National Significance'.
- 1.5 The LIR is a factual document that should not weigh evidence or make recommendations but should state whether impacts are anticipated to be positive, negative or neutral. As such this LIR will not qualify impacts beyond those words since to do so would be to apply weighting which is expressly excluded in the relevant advice.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The site is approximately 6,368 sq. m. (0.64ha) and is approximately 1km to the east of Pencoed Town Centre and is accessed from the M4 (Jct 35), the A473 and Felindre Road. The site is located on agricultural land with an access off the northern side of Felindre Road.
- 2.2 The parcel of land lies to the south of land owned by Bridgend College as part of its Pencoed Campus, to the east of a Right of Way (PEN/18/2) and an Electricity Sub Station to the north of Felindre Road and Pencoed cemetery and to west of a Public Right of Way (PEN/19/1), the Old Mill PH/Harvester restaurant and a Travel Lodge Motel and the administrative boundary with Rhondda Cynon Taff County Borough Council
- 2.3 The field parcels to the north of Felindre Road are crossed by electricity pylons. The north-west corner of the site is also crossed by a High Pressure Gas Main and the access is also partially within Flood Zone C2 as designated in the Development Advice Maps within TAN15.
- 2.4 The site is opposite a strategic employment site as designated by Policy SP9(3) – Pencoed Technology Park and Felindre Road is designated for Active Travel (Walking and Cycling) improvements under Policy PLA7(4) – Bridgend and Pencoed.
- 2.5 The land to the north (Pencoed Campus) has been the subject of a candidate site submission as part of the overall review of BCBC's Local Development Plan. Whilst no decision has been made on the acceptability or otherwise of this land (Pencoed Campus, Bridgend College) for redevelopment for a mixed use including Housing, Education and Public Open Space, any development along the periphery of the site could have implications on its future allocation in the reviewed LDP. However, it is noted that the development is temporary in nature and would incorporate landscaping and screening to mitigate any visual or other impacts.

### **3.0 THE PROPOSED DEVELOPMENT**

3.1 The proposed development is a temporary 40MW peaking gas development with permission being sought for 25 years. The project will provide a standby power plant, which will be called into operation when demand may exceed the available capacity of the Network.

3.2 The proposed development consists of the following: -

- 9 x 4.5MW gas generators covering an area 43m x 27m
- Substation
- Gas cabinet
- Welfare storage unit
- Transformers
- Associated electrical equipment within a fenced area
- Access hardstanding
- Perimeter palisade fencing and entrance gate with security wire

3.3 In addition to the above, the scheme will include soft and hard landscaping.

### **4.0 PLANNING HISTORY**

P/17/892/DNS - Proposed temporary installation of a gas powered energy plant – observations regarding a revised screening direction request

P/16/598/OBS - Land north of Felindre Road, Pencoed - Proposed temporary installation of a gas powered energy plant – observations regarding a screening direction request

## **5.0 LOCAL DESIGNATIONS**

- 5.1 The site lies in the open countryside for policy interpretation purposes and the agricultural land is classified as good quality class 2 agricultural land. The nearest listed building is approximately 750m to the north, Tregroes Bridge, within the Bridgend College – Pencoed Campus.
- 5.2 In terms of statutory designated sites/sensitive areas as defined by the regulations and other natural features, the site is approximately 1km to the south of a Site of Importance for Nature Conservation (SINC) and a Site of Special Scientific Interest (SSSI) at Brynna and Wern Tarw and approximately 1.3km to the north east of a SSSI at Coed y Mwstwr Woodlands.
- 5.3 The site also lies in close proximity to the Ewenny Fach River which is a tributary to Kenfig and Merthyr Mawr. The site is not crossed by a Public Right of Way but it is partially within Flood Zone C2 as designated in the Development Advice Maps within Technical Advice Note 15. It lies within the Low Risk Coal Mining Area and is not in a Mineral Safeguarding Area.
- 5.4 Appendix 4 includes constraints plans to assist the Planning Inspectorate with the siting of the local designations and footpaths etc.

## **6.0 LOCAL DEVELOPMENT PLAN POLICIES**

- 6.1 Section 54A of the Town & Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that all planning applications are determined in accordance with the relevant development plan policies, unless material considerations indicate otherwise.
- 6.2 In September 2013, Bridgend County Council adopted the Local Development Plan (LDP), and as such, this proposal would need to be in accordance with the requirements of this LDP and National Planning Policy.
- 6.3 The LDP Policies which are relevant to this case include the following:

### **Strategic Policies**

- SP2 Design and Sustainable Place Making
- SP3 Strategic Transport Planning Principles
- SP4 Conservation and Enhancement of the Natural Environment

### **Development Management Policies**

- PLA7(4) Transportation Proposals
- ENV1 Development in the Countryside
- ENV5 Green Infrastructure
- ENV6 Nature Conservation
- ENV7 Natura Resource Protection and Public Health

The relevant LDP Policies are attached in Appendix No 3.

## **7.0 PUBLICITY OF THE APPLICATION**

- 7.1 By letter dated 19<sup>th</sup> November 2019, PINS confirmed that the application had been accepted by them as valid and the application process had commenced.
- 7.2 Bridgend County Borough Council can confirm that the documents required to be placed on the planning register, and described in the PINS validation letter, were placed on the planning register within the required 5 working days. Therefore, the LPA submits that they have complied with Regulation 20 of The Order.
- 7.3 BCBC can also confirm that the site notices were erected onsite on 19<sup>th</sup> November 2019. BCBC therefore submits that it is compliant with Regulation 19 and Regulation 25 (2) (c) of The Order. Photographic evidence of the erection of the site notices can be found in Appendix 1. Appendix 2 outlines a plan with an indication of where the site notices were erected.

## **8.0 IMPACT OF THE DEVELOPMENT ON THE AREA**

### **8.1 Landscape and Visual Impact**

The proposed development is considered to be a sufficient distance from the nearest residential receptors and nearby heritage/landscape/ecological receptors.

It is also close to existing electrical infrastructure (an electricity sub-station and pylons) within the landscape and it would make the best use of existing natural landscaping (field boundaries/hedgerows/trees).

The site is opposite a strategic employment site (Pencoed Technology Park) as designated by Policy SP9(3) of the LDP. The site is relatively isolated in the open countryside and therefore its visual impact on the wider landscape is considered to be limited. The views that need to be considered as part of the determination process would be the:

- Landmap Character Areas that will be affected (refer to Landmap);
- Users of the Public Rights of Way PEN18 (2) and PEN 19(1); and,
- Views from highways particularly Felindre Road from the South.

The proposed development would be a relatively small enclosed compound containing 9 generators on land adjoining the existing Electricity Sub Station.

The proposed location is considered to be appropriate given the close proximity of the sub-station and electrical features within the immediate landscape. It will also be set away from the main road towards the northern boundary of the field parcels.

The 9 generators would be grouped together and nearest the established electricity sub-station to the west and therefore its impact on the wider area would be moderate.

The development would be utilitarian in appearance, however it would have a specific purpose and this would need to be balanced against the energy that the development would provide.

The appearance of the generators and the compound could be mitigated by providing a detailed landscaping scheme to help soften the appearance of the development. The palisade fencing could also be painted a dark green or grey colour to mitigate the potential visual impact of the plant and generators.

The siting of the development adjacent to the Electricity Sub-Station is considered to be positive and sensible in terms of reducing the development's overall visual impact. The site is relatively isolated and the retention of the majority of the mature landscaping along the boundaries and the implementation of the proposed landscaping would result in a development that would have a neutral impact on the character and appearance of the rural landscape area.

## **8.2 Highways**

The application site has an informal existing agricultural gated access located on Felindre Road approximately 450m from the Felindre Road A473 roundabout. The site access is also some 170 metres east of the existing electricity substation.

A construction traffic management plan (CTMP) has been submitted as part of the application which identifies the main vehicular access to be utilised during the course of site construction and also during future maintenance when the peaking energy plant is in operation. It is noted that the site is located close to junction 35 of the M4 therefore disruption to Pencoed Town will be minimal.

Having considered the proposals from a traffic generation highway network capacity point of view, the Council's Highway Authority is satisfied that the existing access with the junction improvements proposed is suitable for the construction, maintenance and operational management of the site.

Maintenance vehicles requiring access would be infrequent and of a size that can be readily accommodated by the proposed access and the surrounding highway network.

It is considered that the proposed construction of the development would have a minimal impact on the existing highway network and post construction the impact on the highway network is considered to be negligible as detailed in the CTMP.

However, it is noted that the existing access is very informal with no dropped kerbs or permanent surface leading to the gates. Therefore to

ensure that proposed surfaced access is constructed before the construction of the peaking plant starts, a condition is requested for engineering details of the proposed access to be submitted to and agreed by the highway authority and for the access to be in place before construction of the peaking plant.

In addition the new access will need to “tie into” the existing live carriageway (as well as the potential relocation of the signage which may affect the proposed vision splays) and as such traffic management details will need to be agreed by the Council’s highway network manager.

### **8.3 Ecological/Arboricultural Impact**

The application for the proposal is informed by a preliminary ecological assessment and a tree report.

The recommendations included within the ecological assessment should be included within the conditions of approval together with the preparation of a landscape plan identified under section 5.3 of the appraisal.

The applicant should also retain the services of their ecologist on an on-call basis in the event that an ecological issue arises during implementation. The ecological landscaping plan and retention of the ecological expertise would help towards achieving compliance with Section 6 of the Environment (Wales) Act 2016 that places a duty on public authorities to ‘seek to maintain and enhance biodiversity’ so far as it is consistent with the proper exercise of those functions. In doing so, Public Authorities must also seek to ‘promote the resilience of ecosystems.’

Conditioning the arboricultural method statement contained in the tree report would also help towards adhering to Section 6 of the Act.

The information is considered to be sufficient to determine a planning application.

### **8.4 Environmental Health Considerations**

The application is informed by an Air Quality Assessment and a Noise Assessment.

The Air Quality Assessment has identified that the key pollutants are oxides of nitrogen (NO<sub>x</sub> as NO<sub>2</sub>) and carbon monoxide (CO), the primary pollutants arising from the combustion of natural gas.

Following a review of a number of engine types, the Siemens GE J624 4.5 MW engine was found to be the cleanest in terms of emissions and the scheme therefore includes for nine 4.5 MW GE J624 engines.

Due to the relatively small nature of the development and the separation distances between the Site and the nearest sensitive

receptors, it is concluded that there would be a negligible risk of effects from dust and vehicle emissions during the construction phase and emissions from the site once operational will not be significant in terms of human exposure and impacts on the identified habitat sites.

Therefore, based on the findings of the assessment, air quality should not pose a constraint to the development of the Site as proposed.

The noise assessment report included the following measures:

- A sound monitoring survey at a discrete location adjacent to the closest noise-sensitive receptors to the Site;
- A 3-dimensional noise modelling exercise, in accordance with ISO9613 1 prediction methodology to predict sound levels at the closest noise-sensitive receptors to the Site;
- An assessment of potential noise impacts with respect to the prevailing acoustic conditions at existing off-site receptors; and
- Recommendation of mitigation measures, where necessary, to comply with the requirements of BS4142:2014.

The assessment identifies that the Proposed Development will give rise to rating noise levels that are in the region of the measured background sound level in the area, at each assessed residential receptor, during the day, thus giving rise to a Low Impact.

The assessment also identifies that the Proposed Development will give rise to rating noise levels that are in the significantly above the measured background sound level in the area, at each assessed residential receptor, during the night thus giving rise to a Significant Adverse Impact.

The assessment also identifies that no significant change in daytime ambient sound level will be engendered as a result of the Proposed Development in its proposed and assessed form, at either residential or public amenity space receptors.

It is therefore concluded that the assessment demonstrates that the Proposed Development should be brought forward with operating restrictions to prevent routine night-time operations and only permitting the plant to be called during the night-time under extreme, emergency scenarios.

The Council is satisfied with the methodology that has been used to analyse background noise levels and they do not anticipate that the proposed development would have a significant adverse impact on local residents.

The proposed development is considered to have a neutral impact on the amenity and health of local residents. The development would therefore be in accordance with the requirements of Local Development Plan Policies, particularly Strategic Policy SP2.

## **8.5 Agricultural Land Classification & Reversibility**

There is a policy presumption in favour of retaining the best and most versatile agricultural land. The classification of the land that comprises the site has been ascertained at Grade 2.

The application seeks consent for 25 years after which time the site would be restored back to its existing agricultural use. The impact of the proposal will be negative in terms of agricultural potential over the lifetime of the development since the land will be lost for agricultural use during this time.

However, in the long term the impact is likely to be neutral subject to effective site restoration to ensure that the value of the land is not significantly reduced. It is considered that this could be secured via an appropriately worded condition.

The loss of this moderate agricultural land over the 25 years that it would be in operation would need to be balanced against the need to provide a source of back up energy to the national grid in times of high demand.

## **8.6 Impact on Heritage**

The site does not lie within any heritage designations and is sited in a location where the proposals would have a very limited impact on heritage interests in the area (mainly the listed structures and buildings within Pencoed Campus to the north).

The application is supported by a Heritage Statement by GK Heritage Consultants Ltd. This statement concludes that the proposed development would have a very limited impact on heritage assets. It is therefore considered that the proposed development would not have an unacceptable impact on heritage in the area.

## **8.7 Power Generation**

The proposed scheme would have the potential to generate 40MW of electrical power for the local distribution network in times of high demand on the National Grid.

It is considered that the benefits of the proposed development need to be balanced against any potential impacts of the development which, from the above, appear to be limited. The development ensures that there is provision for power for residents within the local and wider community and this would be a significantly positive aspect of the scheme.

## **9.0 Summary**

Overall it is considered that the impact of the development on the amenity of the local community and the landscape would be neutral. The visual impact of the development can be softened by appropriate landscaping and it is considered that the development would not have a significant impact on wildlife interests, human health or highway safety.

The development would result in a small area of class two agricultural land being utilised for development although the development would secure power provision which is considered to outweigh this issue as the land is being used to ensure a sustainable source of continued power supply. The proposed development would also only be temporary and the land can be returned back to its agricultural use following the 25 years period.

## **10. Suggested conditions**

Without prejudice to the determination of the application or the matters Raised in this LIR, the following planning conditions are recommended (the Council would not be seeking any S106 contributions from the proposed development).

1. This development shall be begun within 5 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the list of approved plans and in accordance with the recommendations and measures contained within the approved supporting documents.

Reason: For the avoidance of doubt.

3. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of a permanent access point into the site has been submitted to and approved in writing by the Local Planning Authority. The agreed access shall be implemented in permanent materials before the development of the peaking station begins and brought into beneficial use and retained for parking purposes in perpetuity

Reason: In the interests of highway safety.

4. No structure, erection or planting exceeding 0.9 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

5. Notwithstanding the plans as hereby approved, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include detailed landscaping proposals to mitigate the visual impact of the development, indications of all existing trees and hedgerows on the

land, and details of any to be retained, together with measures for their protection in the course of the development.

Reason: To safeguard the landscape amenities of the area.

6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: To safeguard the landscape amenities of the area.

7. Construction work for the development hereby approved shall be undertaken between 08:00 and 18:00 Monday to Saturdays only.

Reason: To protect the amenity of local residents.

8. No lighting shall be installed at the site until a lighting design strategy including a detailed lighting plan has been submitted to and approved in writing by the local planning authority. The development and associated lighting shall be implemented as agreed only.

Reason: In the interests of biodiversity.

9. The permission hereby granted shall expire 25 years from the date when electrical power is first exported ('first export date') from the development to the electricity grid network. Written confirmation of the first export date shall be provided to the local planning authority no later than one calendar month after the event.

Reason: To ensure that the development is temporary in nature.

10. Within 25 years and six months following the date of first export, or within six months of the cessation of electricity generation by facility, whichever is the sooner the generators and all associated structures and fencing hereby approved shall be removed from the site and the land returned to its former agricultural status, in accordance with a decommissioning and site restoration scheme which has first been submitted to and approved in writing by the local planning authority. The decommissioning plan shall include pollution control measures. All existing and new planting implemented as part of the approved scheme shall be retained. The developer shall notify the Local Planning Authority in writing no later than one month following cessation of power production. The approved restoration scheme shall be implemented in full within 12 months of the cessation of electricity generation.

Reason: To ensure that due regard to the character and appearance of landscape features of communal, public and nature conservation importance.

## Appendices

### 1. Photographs of Evidence of Publicity





### 3. Local Development Plan Policies



## **Strategic Policy SP2**

### *Design and Sustainable Place Making*

All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment by:

- 1) Complying with all relevant national policy and guidance where appropriate;
- 2) Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
- 3) Being of an appropriate scale, size and prominence;
- 4) Using land efficiently by:
  - (i) being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and
  - (ii) having a preference for development on previously developed land over greenfield land;
- 5) Providing for an appropriate mix of land uses;
- 6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;
- 7) Minimising opportunities for crime to be generated or increased;
- 8) Avoiding or minimising noise, air, soil and water pollution;
- 9) Incorporating methods to ensure the site is free from contamination (including invasive species);
- 10) Safeguarding and enhancing biodiversity and green infrastructure;
- 11) Ensuring equality of access by all;
- 12) Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;
- 13) Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;
- 14) Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and
- 15) Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.

LDP Objectives: 1f, 1g, 2a, 2b, 2c

### **Strategic Policy SP3**

#### ***Strategic Transport Planning Principles***

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All development proposals should promote safe, sustainable and healthy forms of transport through good design, enhanced walking and cycling provision, and improved public transport provision.

Land-use transportation solutions will therefore be required to deliver a more effective, efficient and accessible transport system according to the following principles:

- 1) Improves public transport links between the Primary Key Settlement of Bridgend and the main settlements of the County Borough, and links with Cardiff and Swansea;
- 2) Develops the roles of Bridgend and Maesteg as 'Transport Hubs';
- 3) Favours development which is located close to public transport facilities;
- 4) Reduces congestion, the need to travel, and reliance on the private car;
- 5) Reduces the negative impact of road freight transport;
- 6) Improves road safety;
- 7) Makes better use of the core, strategic and local highway network;
- 8) Encourages rail freight movement within the County Borough;
- 9) Provides appropriate standards of car parking;
- 10) Maximises the potential for sustainable transport infrastructure and services; and
- 11) Provides strategic lorry parks at appropriate locations in the County Borough.

LDP Objectives: 1f, 1g, 2b, 4b

## **Strategic Policy SP4**

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

Development which will conserve and, wherever possible, enhance the natural environment of the County Borough will be favoured.

Development proposals will not be permitted where they will have an adverse impact upon:

- The integrity of the County Borough's countryside;
- The character of its landscape;
- Its biodiversity and habitats; and
- The quality of its natural resources including water, air and soil.

Areas having a high and/or unique environmental quality will be protected and the following strategically important areas within the County Borough will specifically be protected from inappropriate development which directly or indirectly impacts upon them.

- SP4(1) Natura 2000 Network Sites (including Special Areas of Conservation (SACs);
- SP4(2) Sites of Special Scientific Interest (SSSIs);
- SP4(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);
- SP4(4) The Glamorgan Heritage Coast.

LDP Objectives: 2a, 2b, 2c

**Policy PLA7**  
**Transportation Proposals**

The following transportation proposals are allocated and safeguarded from development that would prevent their implementation:

<p><i>Walking and Cycling Proposals</i></p> <p>PLA7(1)* Llynfi Valley Community Route;            PLA7(2)* Improved links to the National Cycle Network in the Vale of Glamorgan;            PLA7(3)* Bridgend and Porthcawl;            PLA7(4)* Bridgend and Pencoed;            PLA7(5)* Porthcawl and Pyle;            PLA7(6)* Bryngarw Country Park and Brynmenyn;            PLA7(7)* Bridgend and Bridgend Designer Outlet, at J36 of the M4;            PLA7(8) Brynmenyn and Pencoed, via Heol y Cyw;            PLA7(9) Porthcawl and Rest Bay;            PLA7(10) Llangynwyd and Llangeinor;            PLA7(11) Caerau and Pontyrhyl;            PLA7(12) Bridgend Industrial Estate and Wildmill;            PLA7(13) National Cycle Network 885 to Bridgend;            PLA7(14) Wales Coastal Path;</p>	<p><i>Public Transport Interchange Proposals</i></p> <p>PLA7(18)* Bridgend transportation interchange;            PLA7(19)* Maesteg rail/bus interchange;</p> <p><i>Park and Ride Proposals</i></p> <p>PLA7(20)* New park and ride facility at Brackla, Bridgend;            PLA7(21)* New park and ride facility at Wildmill railway station, Bridgend;            PLA7(22)* New park and ride facility at Pencoed railway station, Pencoed;            PLA7(23)* Improvements to park and ride facility at Sarn railway station;</p> <p><i>Park and Share Proposals</i></p> <p>PLA7(24)* New park and share facilities at M4 junction 35 and 36;</p>
<p><i>Rail and Bus Proposals</i></p> <p>PLA7(15)* Improvements to the capacity of the Maesteg-Bridgend railway line;            PLA7(16)* Bus corridor improvements in the Blaengarw-Bridgend, Maesteg-Bridgend, and Bridgend-Cowbridge strategic road corridors;            PLA7(17)* New railway station at Brackla, Bridgend;</p>	<p><i>Highway Proposals</i></p> <p>PLA7(25)* Improvements at Ewenny and Broadlands roundabouts, A48, Bridgend;            PLA7(26)* Road dualling between Waterton and Laleston, A48/A473, Bridgend;            PLA7(27)* Improvements to A4063 between Sarn and Maesteg</p>

Those proposals marked with an asterix\* are identified in the Sewta Regional Transport Plan.

## **Policy|ENV1**

### ***Development in the Countryside***

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Development in the countryside of the County Borough will be strictly controlled.

Development may be acceptable where it is necessary for:

- 1) Agriculture and/or forestry purposes;
- 2) The winning and working of minerals;
- 3) Appropriate rural enterprises where a countryside location is necessary for the development;
- 4) The implementation of an appropriate farm diversification project;
- 5) Land reclamation purposes;
- 6) Transportation and/or utilities infrastructure;
- 7) The suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure;
- 8) The direct replacement of an existing dwelling;
- 9) Outdoor recreational and sporting activities; or
- 10) The provision of Gypsy Traveller accommodation.

Where development is acceptable in principle in the countryside it should where possible, utilise existing buildings and previously developed land and/or have an appropriate scale, form and detail for its context.

### ***Policy ENV5*** ***Green Infrastructure***

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Green infrastructure will be provided through the protection and enhancement of existing natural assets and the creation of new multi-functional areas of green space. Green infrastructure corridors will connect locations of natural heritage, green space, biodiversity or other environmental interest. They will be safeguarded through:

- 1) Not permitting development that compromises their integrity and therefore that of the overall green infrastructure framework;
- 2) Using developer contributions to facilitate improvements to their quality and robustness;
- 3) Investing in appropriate management, enhancement and restoration, and the creation of new resources.

### ***Policy ENV6*** ***Nature Conservation***

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Proposals for development or redevelopment will be required to:

1. In the first instance, retain, conserve, restore and enhance wherever possible existing:
  - a) Woodland;
  - b) Trees;
  - c) Hedgerows;
  - d) Wetlands;
  - e) Watercourses;
  - f) Ponds;
  - g) Green Lanes/Wildlife Corridors;
  - h) Geological Features;
  - i) Other Natural Features or Habitats.
2. Where this is demonstrated not to be possible, translocation or replacement will be required as part of mitigation or compensatory measures in order to secure biodiversity including future management programmes.
3. Avoid or overcome harm to nature conservation assets and/or species of wildlife which may be either resident, in-situ or which can be demonstrated to have frequented habitats within the site on a migratory basis.

## ***Policy ENV7***

### ***Natural Resource Protection and Public Health***

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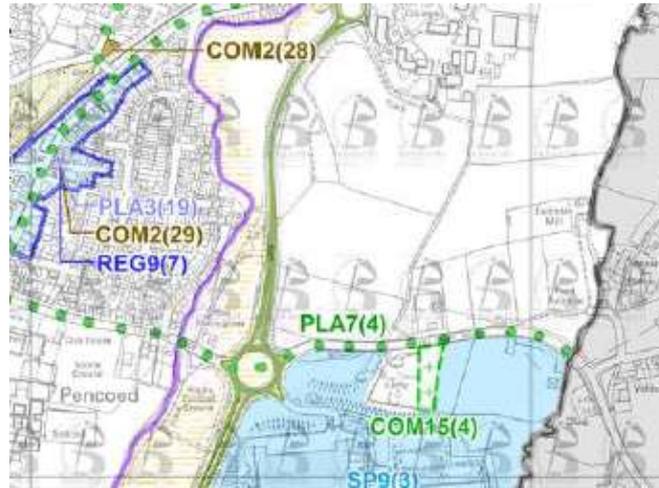
Development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to:

- 1) Air Pollution;
- 2) Noise Pollution;
- 3) Light Pollution;
- 4) Contamination (including invasive species);
- 5) Land Instability;
- 6) Water (including groundwater) Pollution;
- 7) Any other identified risk to Public Health or Safety.

Development in areas currently subject to the above will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

#### 4. Constraints Maps

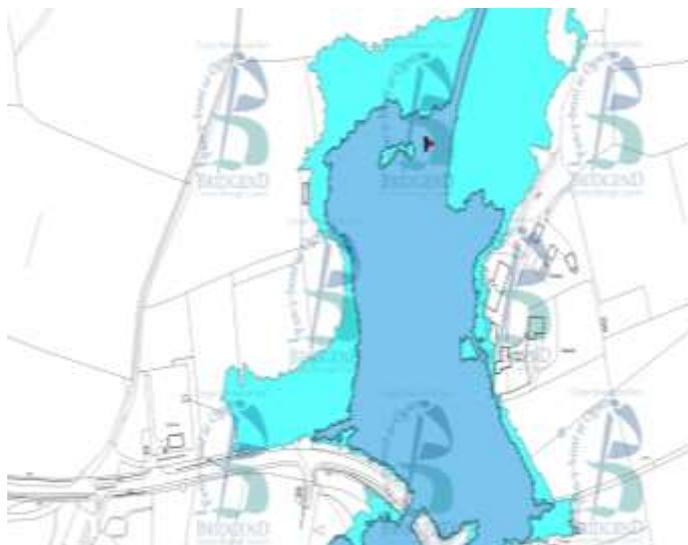
##### a) LDP Proposals Map



##### b) Transco High Pressure Gas Main and Administrative Boundary



##### c) TAN15 Flood Map (Zone C2)



d) Public Rights of Way to the West and East



e) Ecological Designations to the North and South-West

