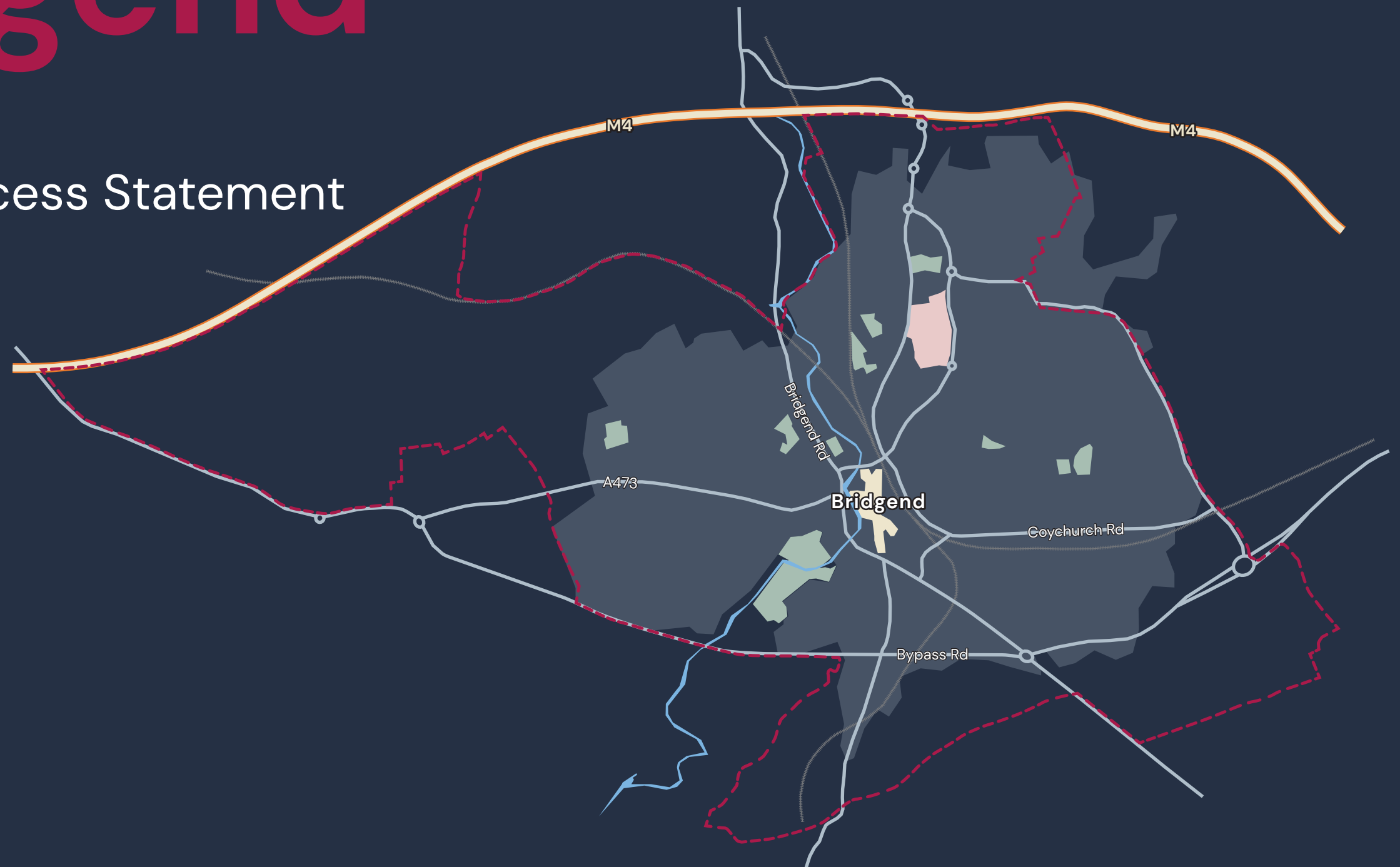


Craig Y Parcau

# Bridgend

## Design and Access Statement



“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”

(Para. 131, NPPF 2024)



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Prepared on behalf of **Bellway**  
October 2025 | P24-1590\_DE\_00

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# Section 1 Introduction



## Summary of the Proposal

1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Bellway and the wider consultant team, to accompany the Full Planning Application for the residential development of Craig Y Parcau, Bridgend, comprising up to 120 dwellings, south of the A48 in Bridgend.

1.2 It has been written in accordance with Article 9 of the Town and Country Planning (Development Management Procedure (Wales) (Amendment) Order 2016 and Section 6 of the Technical Advice Note 12: Design Document (Welsh Government) Adopted March 2016 which requires certain applications to be accompanied by a Design and Access Statement.

1.3 The Design and Access Statement will set out how the principles of good design has been applied to the proposed development, whilst considering and responding to the existing site context, relevant planning policies, and how the proposal has evolved through collaboration with stakeholders and the local authority.

KEY: SITE LOCATION PLAN

APPLICATION BOUNDARY

Site Location Plan



## Site Context

1.4 The application site comprises approximately 6.9 hectares of two distinct parcels of land (herein the 'western parcel' and the 'eastern parcel' segregated by an existing watercourse and associated woodland which runs north to south through the site. Both the western and eastern parcels comprises grazing agricultural land, however in the central area of the eastern parcel contains a cluster of buildings previously associated with a historic boys homes (the Craig Y Parcau boys home and the Ty Afon former boys home), but these are now not in use and in varying states of disrepair. The grounds of the property and some of the outbuildings however remain in use as a contractor's yard. The foundations of the historically demolished former Llanerch Residential Home are also located towards the south of the eastern parcel.

1.5 The primary vehicular access into the application site lies centrally along the northern boundary via a southern spur off a roundabout junction, between the A48 and the B4622. This access then splits into two distinct tracks one serving the eastern parcel to the contractors yard and the other through the central wooded area which represents the only existing vehicular access to the western parcel. A secondary vehicular access is located to the south-eastern corner of the site from New Inn Road, which historically served the former Llanerch Residential Home but now only serves as an access to DCWW infrastructure in this location.

1.6 Adjacent the eastern boundary lies a public footpath along the River Ogmore, and an existing gate gives access to the footpath from the application site.

1.7 Both parcels are bounded by mature hedgerows and trees and the eastern parcels also features trees and hedgerows surrounding the existing buildings and grounds as mentioned previously.





M4

GLANRHYD  
HOSPITAL

BRYNTIRION  
COMPREHENSIVE

PRINCESS OF  
WALES HOSPITAL

Town Centre

BRIDGEND

BRACKLA  
PRIMARY SCHOOL

LALESTON

MAES YR HAUL  
PRIMARY SCHOOL

OLDCASTLE  
PRIMARY SCHOOL

BRIDGEND  
INDUSTRIAL ESTATE

BRYNTEG  
COMPREHENSIVE

Bypass Road

THE SITE

WATERTON  
INDUSTRIAL ESTATE

MERTHYR MAWR

## Section 2 Vision Statement



### Development Brief

2.1 The proposed residential development seeks full planning permission for the redevelopment of the site for residential purpose, comprising a mix of 1bed walk-up flats, 2, 3, 4 and 5-bedroom houses, which will include the appropriate level of car parking spaces, served from adopted highway/private drives.

2.2 The proposed development seeks to deliver a scheme that is fully considered with due regard of existing site context, current housing demand, and relevant local policies. The development seeks to retain much of the existing trees, and the ancient woodland running centrally to the site whilst proposing to enhance areas of proposed public open space to improve and provide new habitats for local wildlife and ecology through new planting and SuDs features. In addition, a LEAP is proposed to the eastern parcel to benefit the future and existing residents of the area.

### Planning History

2.3 2006 – Application Ref. P/O6/1473/OUT for the demolition of existing buildings and construction of six homes This application was withdrawn.

2.4 2007– Application: Ref. P/O7/1367/OUT for the demolition of existing buildings and construction of three homes. This application was refused.

2.5 In November 2024 a scoping enquiry in respect of the proposed development was lodged with the LPA. On 20<sup>th</sup> November 2024 an initial scoping meeting took place between members of design team acting on behalf of Bellway and representatives of the LPA and Bridgend highways authority. An initial scoping response was then issued by the LPA, which included a summary of feedback from the meeting, on 10<sup>th</sup> January 2025.

# OBJECTIVES (VISION)



## Meeting Housing Demand

This scheme proposes a residential development comprising a mix of high-quality and future-proofed, 1bed flats, 2, 3, 4, and 5-bed homes, supporting Bridgend County Council’s housing target and local needs.



## Sustainably Located

The proposed residential scheme benefits from a highly accessible and well-connected location, positioned close to the A48 and within easy reach of Bridgend town centre, thereby supporting sustainable travel choices and reducing reliance on private cars. In addition, the inclusion of infrastructure enhancements and new pedestrian and cycle connections within the site will further strengthen its accessibility and sustainability credentials.



## High-Quality Design and Placemaking

The development will deliver a well-designed, attractive, and cohesive new neighbourhood that provides the foundation for a sustainable and inclusive community. It will respect the existing site context and enhance the character of the surrounding area, while incorporating high-quality landscaping, new green spaces for residents, biodiversity enhancements, and sustainable urban drainage (SuDS) features to promote climate resilience, ecological value, and long-term environmental sustainability.

## Section 3 Planning Policy



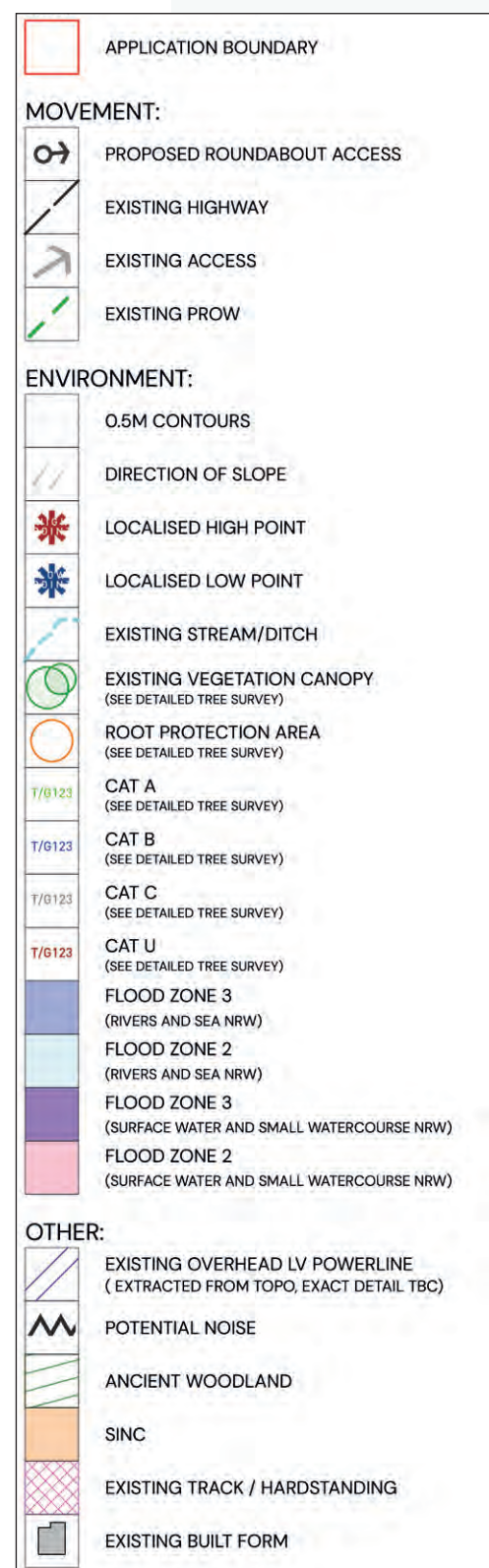
### Constraints and Opportunities

#### Constraints

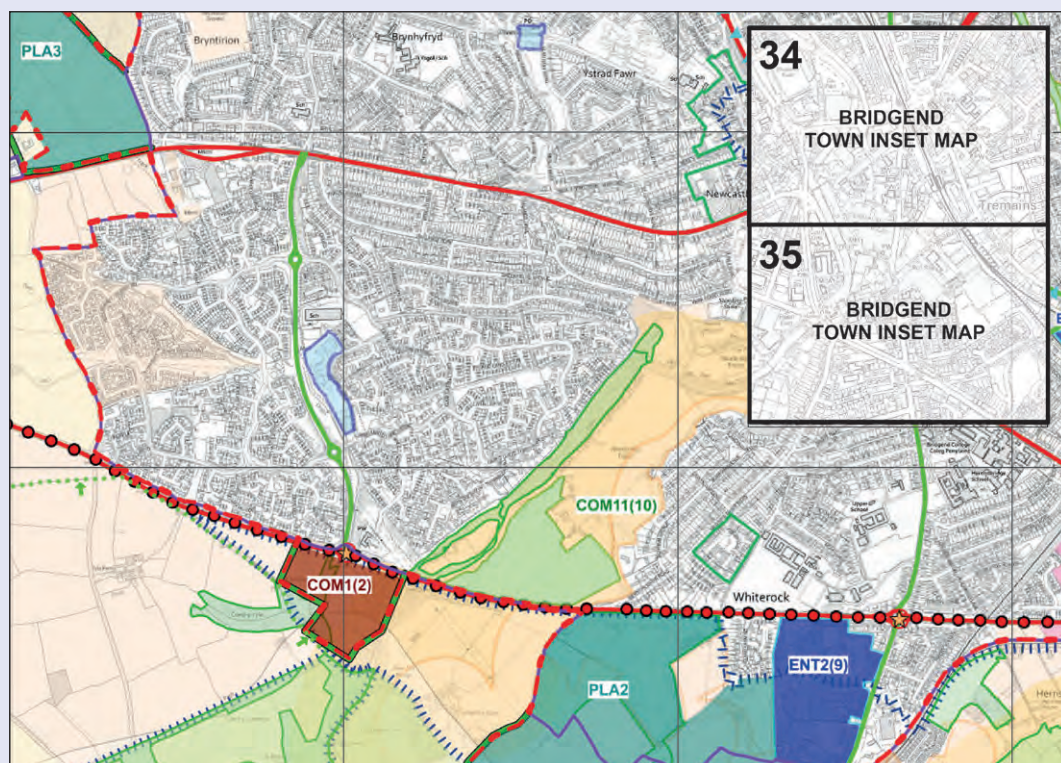
- » Existing vegetation within the site – to be retained where possible.
- » Existing utilities within the site – existing overhead LV powerline running north to south along eastern.
- » Existing woodland to the central of the site running north to site, with areas of ancient woodland designation.
- » Existing ditch running through the woodland area to the centre of the site.
- » Existing derelict buildings and hardstanding within the site, proposed to be removed and considered.
- » Existing topography, including existing embankment falling to the existing ditch on either side of woodland corridor.
- » Existing SINC within the site.

#### Opportunities

- » Opportunity to enhance and create new existing footpath links including connection to existing riverside footpath adjacent to the eastern boundary.
- » Opportunity to deliver new high quality housing including affordable housing responding to the needs of the local authority's housing target.
- » Gently natural sloping ground to allow for natural placement of attenuation features in lower parts of the site.
- » Existing vegetation to be incorporated into the development design potentially providing natural key features in public open space areas.
- » Potential to provide usable open spaces, including play areas for the enjoyment and well-being of new and existing open spaces.



## Constraints & Opportunities Plan



The Proposals RLDP Map



Illustrative Layout (Source: Roberts Limbrick)

## Local Development Plan

3.1 The planning policies and guidance which are relevant and influential to the design and the proposed development have been identified as follows:

- » Bridgend County Borough Council (BCBC) Replacement Local Development Plan (RLDP) 2018–2033 (adopted March 2024).
- » The proposed development site is allocated within the adopted RLDP for residential development under Policy COM1(1).
- » The following RLDP policies have been identified as being of key relevance to the development proposals:
  - SP6: Sustainable Housing Strategy.
  - COM1: Housing Allocations.
  - COM6: Residential Density.
  - SP17: Conservation and Enhancement of the Natural Environment.
  - SP5: Sustainable Transport and Accessibility.
- » More Relevant Policies:
  - SP3: Good Design and Sustainable Placemaking.
  - SP4: Mitigating the Impact of Climate Change.
  - PLA11: Parking Standards.
  - PLA12: Active Travel.
  - COM10: Provision of Outdoor Recreation Facilities.
  - ENT15: Waste Movement in New Development.
  - DNP5: Local and Regional Nature Conservation Sites.
  - DNP6: Biodiversity, Ecological Networks, Habitats and Species.
  - DNP7: Trees, Hedgerows and Development.
  - DNP8: Green Infrastructure.
- » Supplementary Planning Guidance:
  - SPG5 – Outdoor Recreation Facilities & New Development.
  - SPG7 – Trees and Development.
  - SPG8 – Residential Development.
  - SPG13 – Affordable Housing.
  - SPG15 – Community Facilities & Residential Development.
  - SPG16 – Educational Facilities & Residential Development.
  - SPG17 – Parking Standards.
  - SPG19 – Biodiversity & Development.

# PPW

3.2 Planning Policy Wales (PPW) forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions.

Paragraph 2.8 acknowledges that:

*“Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales”.*

# Future Wales National Plan 2040

3.3 Future Wales is the national development framework and sets out the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system. Urban growth and regeneration should be based on the following strategic placemaking principles:

- » Creating a rich mix of uses.
- » Providing a variety of housing types and tenures.
- » Building places at a walkable scale, with homes, local facilities, and public transport within walking distance of each other.
- » Increasing population density, with development built at urban densities that can support public transport and local facilities.
- » Establishing a permeable network of streets, with a hierarchy that informs the nature of development.
- » Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders.
- » Integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.

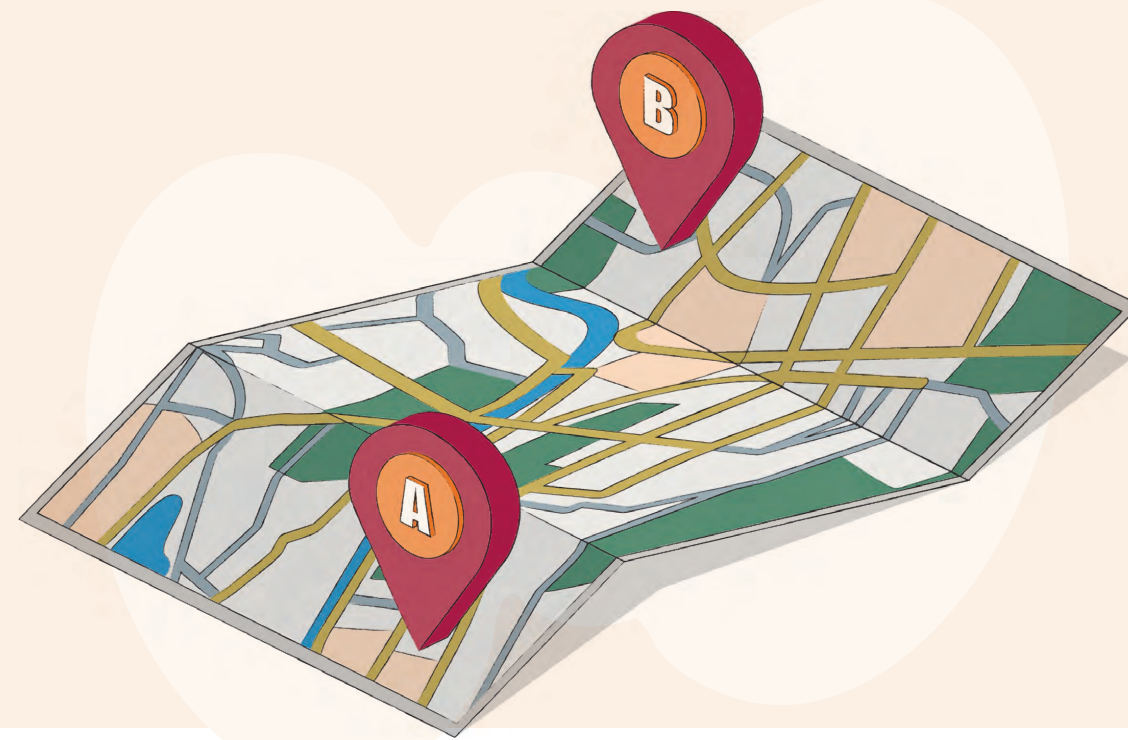
# TAN Docs

3.4 Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. The following TANs are relevant to this scheme:

- » TAN 2: Planning and Affordable Housing.
- » TAN 5: Nature Conservation & Planning.
- » TAN 12: Design.
- » TAN 15: Development & Flood Risk.
- » TAN 16: Sport Recreation & Open space.
- » TAN 18: Transport.

## Section 4

# Interpretation



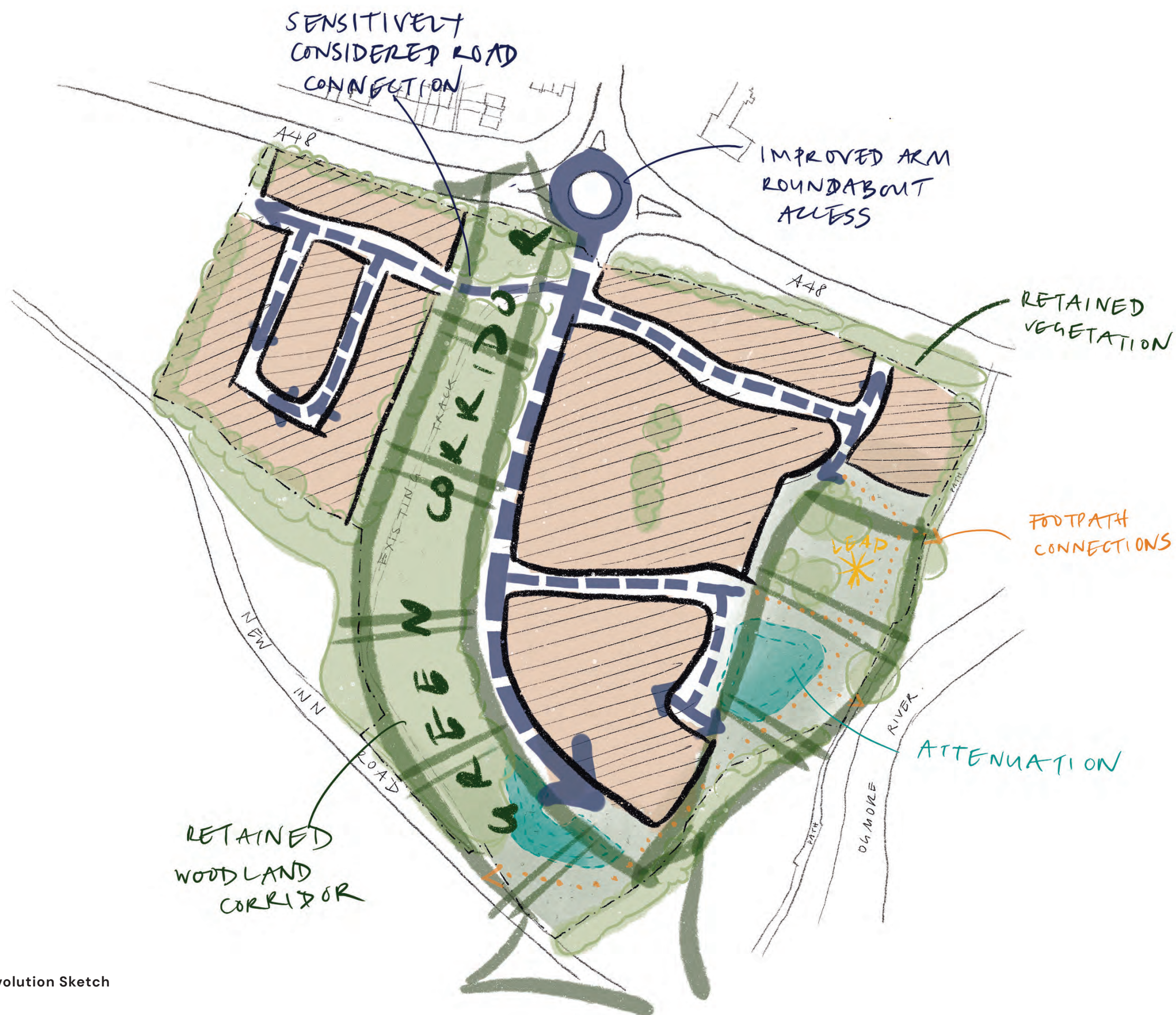
### Concept Design

4.1 Our development framework has been evolved through the identification of the existing site context, good placemaking design principles, and local policy guidance, to deliver a development in line with the vision objectives of the scheme.

1. Residential development with a mix of tenures and sizes to cater for the critical demand of high-quality housing in the area.
2. Interconnected internal movement network that seamlessly connects to the existing highway infrastructure.
3. Minor upgrading of existing access arrangements for suitable vis-splays for vehicle access and new cycle routes and pedestrian connectivity, to promote active travel.
4. Retention and enhancement of existing landscape and ecological elements of the site to minimise development impact and promote climate resilience, ecological value, and long-term environmental sustainability.
5. Provision of high-quality open space & play provision on site for the health and well-being of new and existing residents of the area.

The core changes of the scheme are as follows:

- » *Proposal for 120 units, representing a modest increase of 12 dwellings above the 108 indicated in Policy COM1 of the RLDP, with the higher density aligning more closely with the 50dph target set out in Policy COM6.*
- » *Internal road connection to the western parcel from the east, realigned further north to utilise as much of the existing track as possible and aligned to pass through a natural gap in the tree belt where a diseased tree is to be removed, minimising impact on the existing woodland.*
- » *Is used more efficiently, whilst maintaining a significant amount of landscaped areas and public open space.*
- » *Additional footpath connections improving footpath connectivity to the local footpath network.*
- » *Provision of cycle routes further promoting active travel.*
- » *Key frontage to front existing woodland highlighting the area as a key space and movement route.*



## Section 5 Design Development



### Evolution

5.1 The scheme has undergone a full evolution through the design process, from the initial RLDP Masterplan to its current proposal. Generally, the principles of 2 separate parcels, eastern and western separated by the existing woodland belt to the centre of the site and the proposed primary vehicular access to the site from the southern arm of the roundabout has remained.

5.2 The built form and internal pattern of development have evolved to consider site context through the detail studies that have been undertaken to support the application, on important elements such as landscape visual, ecology, arboriculture, flood, noise, etc to help shape the development. In addition, detail design principles, proposed landscaping, and infrastructure engineering have been applied shaping the development further.

### Character

5.3 The following pages present the design proposals developed through careful consideration of the contextual analysis and the application of strong placemaking principles. The architectural approach draws inspiration from the surrounding character areas, to ensure the development is both cohesive with its local context and distinctive in its own identity.

### Placemaking

5.4 The proposed scheme will make a positive contribution to the existing community of Bridgend, while establishing a distinctive identity of its own. In addition to addressing local housing needs, the development will deliver new and enhanced areas of public open space, including a well-equipped play area, extensive new planting to complement the built form, and improved pedestrian and cycle connections.

5.5 Grounded in placemaking principles, the design incorporates key buildings, vista terminations, and distinctive character areas to create a legible, attractive, and cohesive environment. The scheme is sustainably located within Bridgend, ensuring convenient access to local services, public transport, and community facilities, thereby supporting a vibrant and connected neighbourhood.

**Amount & Density**

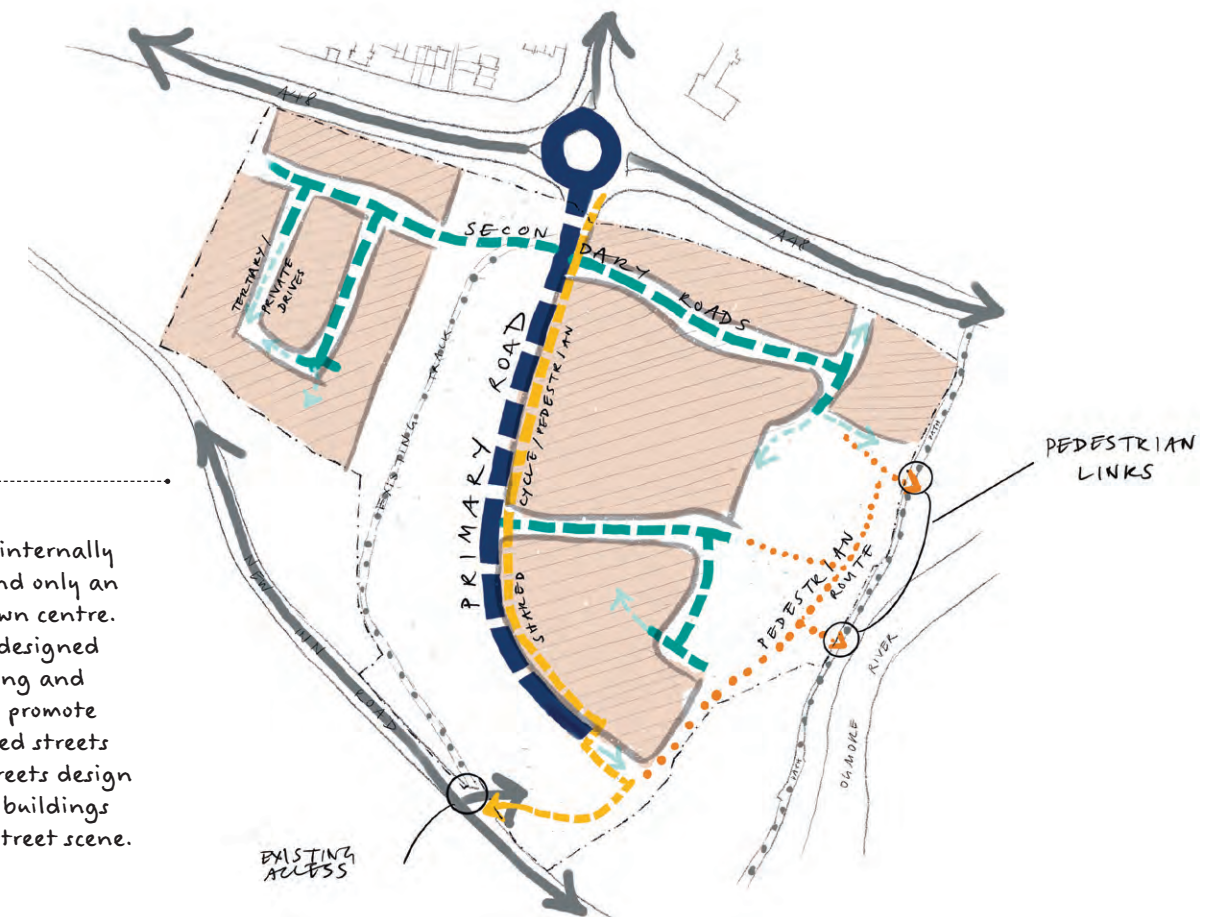
The proposed development at Craig Y Parcau proposes 120 dwellings achieves a net average density of 34 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

**Spaces & Public Realm**

The scheme proposes to retain significant amount of open space, enhanced for the use of residents and visitors which includes a proposed LEAP in the eastern parcel. Public open spaces are well connected internally and externally and includes recreational routes to promote health and well-being of residents. The existing woodland to the centre of the site has also be considered in the design of the scheme and protected to limit harm and ensure ecology and the landscape benefits are maintained.

**Streets/Movement**

The proposed development is well-connected internally as well as externally, adjacent to the A48 and only an approximate 1.4 mile walk to the Bridgend town centre. Internally the network of streets have been designed using clear road hierarchies to ease way finding and including new cycle and pedestrian routes to promote active travel within the development. Proposed streets are designed to encourage low speeds and streets design to be defined by the building layout so that buildings and spaces, instead of roads, dominate the street scene.



## Scale & Massing

5.6 The proposed development at Craig Y Parcau comprises a maximum 2-storey high dwellings, in-keeping with the local vernacular to ensure cohesion whilst maintaining visual harmony with the surrounding landscape within the site. The development places the natural setting at the heart of the design, seamlessly integrating the built form with the existing vegetation and topography.

5.7 The arrangement of built form has also been designed to help inform distinct character areas within the development, creating a sense of place and reinforcing the identity of the development.

### KEY: BUILDING HEIGHTS

- APPLICATION BOUNDARY
- 1 STOREY
- 2 STOREY

### Building Heights Plan



## Access & Movement

5.8 The location of the development, adjacent to the existing and established community of Bridgend is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

5.9 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in creating a legible and permeable movement network

| KEY: ACCESS & MOVEMENT                                                              |                                  |
|-------------------------------------------------------------------------------------|----------------------------------|
|  | APPLICATION BOUNDARY             |
|  | PROPOSED VEHICULAR SITE ACCESS   |
|  | PROPOSED PEDESTRIAN ACCESS       |
|  | PROPOSED PEDESTRIAN/CYCLE ACCESS |
|  | MAINTENANCE ACCESS               |
|  | PRIMARY ROUTES                   |
|  | SECONDARY ROUTES/SHARED SURFACE  |
|  | TERTIARY ROADS/PRIVATE DRIVES    |
|  | PEDESTRIAN ONLY ROUTES           |
|  | PEDESTRIAN/CYCLE SHARED ROUTES   |

### Vehicular

The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout. The Access and Movement Strategy Plan, presented opposite, shows the proposed structure for movement within the development.

As mentioned previously the proposed primary vehicular access to the site is via the existing southern arm of the existing roundabout on the A48 to the north. This arm will be improved to better serve the proposed development. The secondary access to the south-east of the site from New Inn Road is maintained and will be limited for the use of maintenance access for the attenuation ponds and for cycle and pedestrian connectivity. For further information, please refer to the Transport Assessment which forms part of this submission.

Access & Movement Plan

### Parking

Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings.

Parking is proposed in accordance with standards as set out in the council's adopted supplementary guidance SPG17 – Parking Standards.

Cycle parking is accommodated within garages or within cycle sheds to rear gardens, easily accessible and secure.

### Pedestrian/Cycle

The following are proposed:

- » 2m pedestrian footpaths on at least one side of the proposed primary and secondary roads.
- » 3m shared cycle/pedestrian route along the primary road.
- » Shared surface roads to accommodate pedestrian and cycle movement. Well-connected recreational routes within proposed public open spaces. Enhanced and additional pedestrian link to adjacent PRoW along Ogmere River to the east.

Layout

5.10 The proposed layout of the development has evolved to both consider land efficiency whilst maintaining the sites existing landscape, trees and hedgerows, and delivering a significant amount of usable public open space. Two distinctive parcels of residential development are proposed, connected through a sensitively considered road connection through the existing woodland corridor, making use of the existing track as much as possible, minimising harm to the woodland.

5.11 The layout shown in the plan opposite is structured around a series of perimeter blocks, establishing defined street frontages and enclosing rear garden, which promotes natural surveillance and clearly defining public and private spaces.

5.12 The arrangement of the built form at Craig y Parcau creates a network of attractive street and spaces including:

- » Access to the development is proposed through an improved southern arm of the existing roundabout.
- » The primary route is characterised by a frontage along the woodland edge, the character of this route is defined through built form symmetry, detached housing, and a consistent building set-back that reinforces a sense of rhythm and order.
- » New pedestrian and cycle routes are proposed enhancing accessibility and promoting sustainable active travel.
- » Dwellings fronting public open space feature varied building setbacks to take advantage of attractive landscape views and provide natural overlooking.
- » Existing access from New Inn Road is maintained to provide cycle/pedestrian connection and maintenance access to the southern attenuation pond.
- » Dwellings generally back onto boundary along the northern site boundary within both parcels, and along the western and southern boundaries of the western parcel. This approach protects the existing boundary trees and hedgerows in rear gardens, providing both natural screening and a soft edge to the development.

Open Market Accommodation Schedule

|    | Housetype  | Beds | No's |
|----|------------|------|------|
| 3B | Chandler   | 3    | 6    |
|    | Lymner     | 3    | 10   |
|    | Mason      | 3    | 13   |
| 4B | Scrivener  | 4    | 23   |
|    | Goldsmith  | 4    | 21   |
|    | Forester   | 4    | 6    |
|    | Weaver     | 4    | 10   |
| 5B | Watchmaker | 5    | 7    |

Affordable Housing Accommodation Schedule

|                         | Housetype | Beds | No's |
|-------------------------|-----------|------|------|
| 1B                      | 1B2P GF   | 1    | 7    |
|                         | 1B2P FF   | 1    | 7    |
| 2B                      | 4P2B      | 2    | 5    |
| 3B                      | 5P3B      | 3    | 4    |
| 4B                      | 6P4B      | 4    | 1    |
| Sub Total (Open Market) |           |      | 24   |



APPLICATION BOUNDARY



AFFORDABLE HOUSING



1.8M HIGH CLOSE BOARD FENCE



1.8M HIGH BOUNDARY WALL



TIMBER KNEE RAIL



LOW BOUNDARY WALL



LOW LEVEL HEDGE  
(SEE LANDSCAPE MASTERPLAN FOR DETAIL)



HOGGIN PATH



INDICATIVE TREE PLANTING  
(SEE LANDSCAPE MASTERPLAN FOR DETAIL)



EXISTING VEGETATION CANOPY  
(SEE DETAILED TREE SURVEY)



ROOT PROTECTION AREA  
(SEE DETAILED TREE SURVEY)



CAT A  
(SEE DETAILED TREE SURVEY)



CAT B  
(SEE DETAILED TREE SURVEY)



CAT C  
(SEE DETAILED TREE SURVEY)



TREE TO BE REMOVED  
(SEE DETAILED TREE SURVEY & AIA)



HEDGEROW CANOPY TO BE REMOVED  
(SEE DETAILED TREE SURVEY & AIA)



PROPOSED ATTENUATION BASIN  
INDICATIVE SIZES AND LOCATIONS (SEE ENGINEERING FOR MORE DETAIL)



EXISTING WATERCOURSE  
AS PER OS BASE



PLAY AREA  
INDICATIVE LOCATION (EXACT DETAIL TBC)



RAIN GARDEN



MAINTENANCE ACCESS



POTENTIAL FOOTPATH/CYCLE LINK



SALES AREA



SHOW HOME



HOUSE TO HOME



SALES OFFICE



VISITOR CAR PARK



BIN COLLECTION POINT



Identity

5.13 The architectural identity of the proposed development has taken into consideration the local vernacular through a character analysis of the area.

5.14 Influenced by the character analysis, as well as the proposal to create a distinctive place to live, 3 character areas are proposed to identify areas within the scheme. Since the proposed number of dwellings are not too significantly large, these 3 character areas will feature subtler changes to identify areas within the development, aiding in creating a sense of place and wayfinding.

KEY: CHARACTER AREAS

APPLICATION BOUNDARY

CA 1 - GREEN STREET

CA 2 - CORE

CA 3 - LANDSCAPE EDGE



Character Areas Plan

KEY: MATERIALS PLAN

APPLICATION BOUNDARY

FACING MATERIALS:

BRICK - RED  
(XX, OR SIMILAR APPROVED)

BRICK - RED MULTI  
(XX, OR SIMILAR APPROVED)

ROOF MATERIALS:

TILE A (GREY, OR SIMILAR APPROVED)

TILE B (RED, OR SIMILAR APPROVED)

SCREEN WALL MATERIALS:

BRICK - RED  
(XX, OR SIMILAR APPROVED)

BRICK - MULTI  
(XX, OR SIMILAR APPROVED)

LOW BRICK WALL - RED  
(XX, OR SIMILAR APPROVED)

DETAIL:

TILE FRONT DETAIL  
(SEE HOUSEPACK FOR DETAIL)

OTHER:

RAINWATER GOODS  
(BLACK)

FRONT DOORS  
(BLACK, OR SIMILAR APPROVED)

PERSONNEL/REAR/SIDE DOORS  
(WHITE)

GARAGE DOOR COLOUR  
(BLACK, OR SIMILAR APPROVED)

METER BOXES  
(METER BOX - LOCATED TO THE SIDE OR SIDE)

BARGE BOARDS/FASCIAS & SOFITS  
(BLACK)

WINDOW CASEMENTS  
(WHITE UPVC)

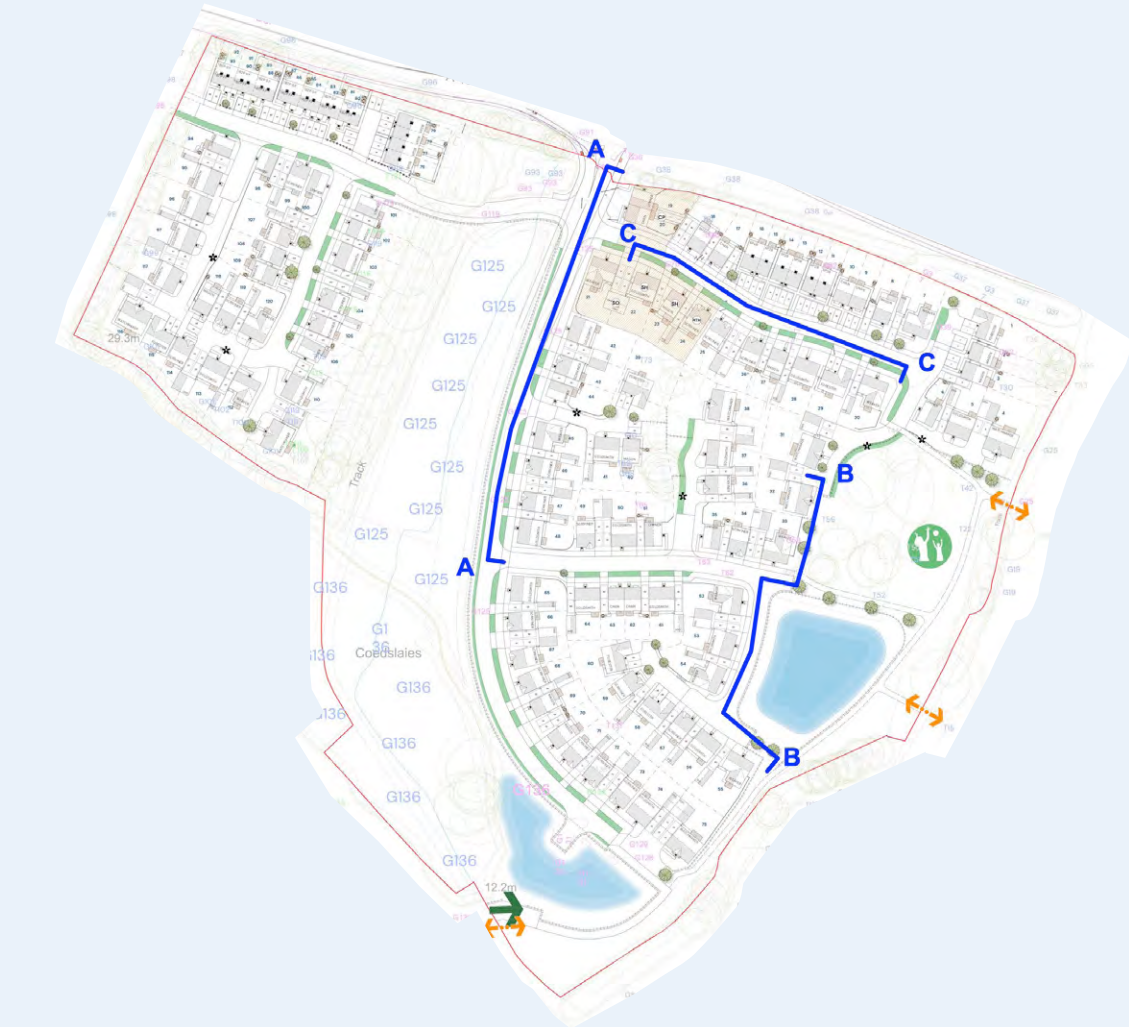
DPC (BRICK)  
TO MATCH PREDOMINANT FACING BRICK

Materials Plan





Streetscene A-A Core CA



Illustrative Streetscenes



Streetscene B-B Landscape Edge CA



Streetscene C-C Green Stre



## Community Safety

5.15 The design proposals for Craig Y Parcau are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System”, “Manual for Streets as well as ACPO “New Homes” guidance, and “Secure by Design” guidance document.

5.16 A key design principle is the is the incorporation of natural surveillance, achieved through careful placement of door and windows to overlook streets, parking courts, pedestrian routes and public open spaces. This approach will create activity throughout the day and evening and is used as essential element in creating a safe environment for all users, whilst discouraging anti-social or criminal behaviour through increased visibility and passive monitoring.

5.17 Buildings are also generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings and minimising the potential for hidden or unobserved areas to avoid opportunity for crime. Appropriate boundary enclosures are also proposed to define private space to easily identify ownership, promoting a sense of ownership.

## Ecological Impact

5.18 The proposed development at Craig Y Parcau has considered the ecological impact and ensured appropriate mitigation have been adopted and incorporated seamlessly into the design. A series of reports including an Ecological Impact Assessment (EclA) has been prepared by Soltys Brewster Ecology to support this application, and will include further information.



Environmental Sustainability & Landscaping

5.19 As mentioned previously the site is subject to a couple environmental designations, notably sections of Ancient Woodland and a Site of Importance for Nature Conservation, both generally located in the central woodland corridor in the site. The proposed development has been carefully designed to respect and protect these designations, ensuring that any potential impacts are minimised through sensitive layout planning and the integration of a robust green infrastructure.

5.20 The landscape strategy places a strong emphasis on retention, enhancement, and connectivity. Wherever possible, existing trees, hedgerows, and vegetation have been retained and incorporated into the design to preserve the sites natural character. New native planting is proposed to complement and reinforce these features, providing ecological enhancement, visual softening of builtform, and biodiversity gains. Sustainable drainage measures, including attenuation basins and rain gardens, are also integrated throughout the scheme to manage surface in a natural and attractive way.

5.21 An Arboricultural Impact Assessment, prepared by Treescene and submitted alongside this application, identifies trees requiring removal and sets out mitigation measures to ensure the long term health and integrity of the retained trees within the site.

5.22 In summary the following key landscape and ecological measures within the proposals include:

- » A sensitively designed road connection to the western parcel, following the alignment of the existing track and making use of the natural gap created by the removal of a diseased tree along the existing Ancient Woodland Belt.
- » The use of a 1 in 1 engineered embankment to the road connection to the west, minimising highway footprint, again minimising loss of better quality tree specimens.
- » Retention and protection of existing mature trees and hedgerows where feasible.
- » Creation of enhanced and multifunctional public open spaces.
- » Introduction of new native and species-diverse planting to replace and mitigate lost vegetation, softening hard landscaping and built form.
- » Provision of appropriate landscaping to support sustainable drainage features and improve ecological value.

5.23 For further information on the landscape strategy, a landscape Masterplan and planting schedule prepared by Tir Collective is also submitted as part of this application.



Landscape Strategy (Source: TIR Collective)

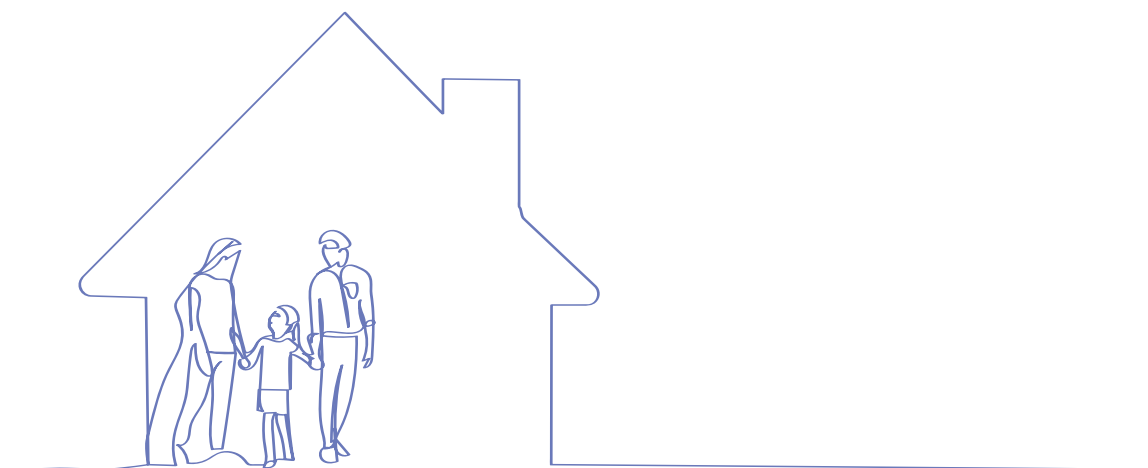
## Section 6

# Response to Planning Policy



### Housing Need

6.1 The proposed development site is allocated for housing under Policy COM1 of the adopted RLDP. The scheme proposes 120 dwellings, which represents a modest increase on the allocation of 108 units. This density remains fully consistent with the 50dph guideline set out in Policy COM6, ensuring efficient use of land while maintaining a high-quality design. The development will therefore make a valuable contribution towards meeting the local authority's housing targets as identified in Policy SP6, and the overall principle of development is fully in accordance the adopted local planning policy framework.



### Design & Ecology

6.2 A detailed analysis of the site and its surroundings have informed a cohesive and distinctive design that embraces good placemaking principles and environmental sensitivity. The proposals align with the Bridgend County Borough Local Development Plan (2018–2023), particularly Policies SP3 and SP4, by promoting sustainable, high-quality design that mitigates environmental impact and responds to local character. The scheme also adheres to Policies DNP6, DNP7, and DNP8, ensuring biodiversity, trees, hedgerows, and green infrastructure are protected and enhanced. In accordance with Policy COM10 and SPG5, the development provides accessible outdoor recreation spaces, while SPG7 and SPG19 guide the integration of ecological and landscape features to create a well-balanced, resilient environment.



Highways

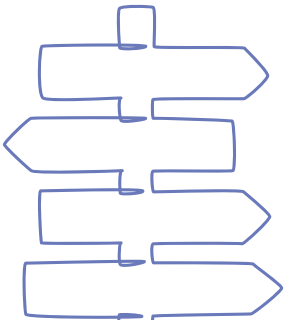
6.3 The RLDP allocation for Craig Y Parcau identifies access from the southern arm of the Broadlands Roundabout (A48), which is to be upgraded to accommodate development traffic. Previous transport assessments, including work undertaken for the Island Farm scheme, have confirmed that adequate capacity can be achieved within existing highway land, with potential for overall traffic improvements across the local network.

6.4 The LPA’s initial scoping response encouraged collaboration with Llanmoor Homes (promoter of the adjacent PLA3: Land West of Bridgend allocation) to explore a joint approach to future highway upgrades, including the possible delivery of a four-way signalised junction at the A48/B4622 roundabout to serve three sites (PLA2, PLA3, and COM1(1)).

6.5 Lime Transport, acting for Bellway, has prepared a Transport Scoping Note demonstrating that the proposed access—via a spur from the existing Broadlands Roundabout—can safely and efficiently accommodate the site’s traffic with only minor localised works. The proposal would not compromise highway safety, capacity, or the ability to deliver future coordinated upgrades.

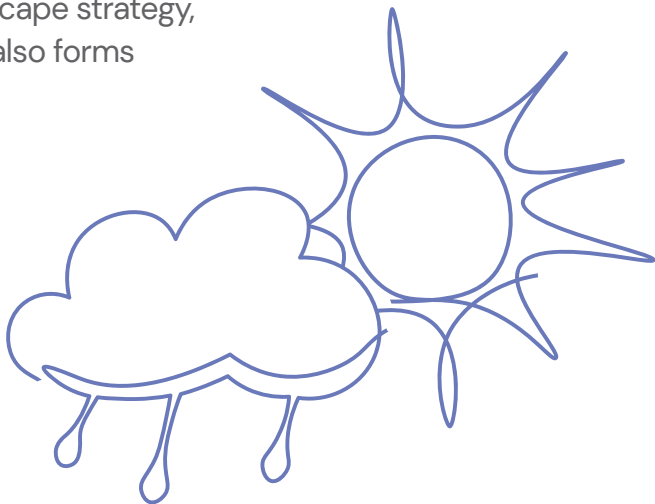
6.6 While the highways authority’s preference for joint delivery is noted, each planning application must be assessed on its own merits under Section 38(6) of the Planning and Compulsory Purchase Act 2004. The Craig Y Parcau proposal fully accords with RLDP policy and established highway evidence, and delays to align with other developers would be unjustified given the early stage of nearby schemes (PLA2 and PLA3).

6.7 In conclusion, the proposed access solution is considered appropriate, policy-compliant, and capable of serving the development without adverse impacts, ensuring minimal disruption to the existing network while allowing for future improvements if required. Further detail on Highways can be found within the Transport Assessment prepared by Lime Transport which forms part of this submission.



Drainage & Landscape

6.8 A Flood Risk Assessment (FRA) and Drainage Strategy, prepared by Healers, accompany this application. The proposed drainage design is founded on Sustainable Urban Drainage Systems (SuDS) principles, managing surface water through natural filtration processes to mitigate flood risk and improve water quality. Surface water will be treated in a step-by-step sequence before discharge, ensuring effective management and environmental resilience. Attenuation ponds are proposed in the lower areas of the eastern parcel, utilising the site’s natural topography to accommodate runoff. These features form an integral part of the landscape strategy, contributing to habitat creation and enhanced biodiversity through carefully considered planting. The detailed landscape strategy, prepared by Tir Collective, also forms part of this submission.



## Section 7 Summary



In summary, this Design and Access Statement demonstrates that the proposed development has been carefully informed by a thorough understanding of the site and its context, with appropriate mitigation measures incorporated where necessary. The scheme embodies the principles of good placemaking, creating a cohesive and inclusive new community that aligns with planning policy and relevant local guidance.

Overall, the proposal delivers a high-quality, sustainable, and well-considered development that supports future-proofed living and provides lifetime homes for the residents of Bridgend, contributing positively to the area's long-term growth and character.



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