

## **APPENDIX TO CHAPTER 3.0** Planning Policy Context



BRIDGEND UNITARY DEVELOPMENT PLAN (UDP) ADOPTED MAY 2006

PLANNING POLICY EXTRACTS OF RELEVANCE TO ISLAND FARM

UDP Policy Ref	UDP Policy Text	Commentary
<b>GENERAL ENVIRONMENT</b>		
PART 1: POLICY 1	<p>THE ENVIRONMENT OF BRIDGEND COUNTY BOROUGH IS A VARIED AND FINITE RESOURCE.</p> <p>DEVELOPMENT WHICH ENHANCES, PROTECTS OR CONSERVES IT, WILL BE ENCOURAGED; WHEREAS DEVELOPMENT WHICH DIMINISHES, ENDANGERS OR NEGLECTS IT, WILL NOT BE PERMITTED.</p>	<p>The design of the scheme masterplan has had regard to the context of the site and its immediate surroundings and as such, is considered to relate well to the existing area.</p> <p>It is the applicant's aspiration to achieve a development of the highest quality (in terms of both design and sustainability), within a landscaped setting, appropriate to the ecological interest of the site. The Island Farm site will undergo substantial environmental enhancements as part of the scheme – over 43 acres of natural habitat will be created, and the sensitive scheme design will ensure that the development does not diminish in any way the environment of Bridgend County Borough.</p>
PART 1: POLICY 3	<p>DEVELOPMENT PROPOSALS WILL BE FAVOURED WHERE THEY EMBRACE OR ENCOURAGE:-</p> <ol style="list-style-type: none"> <li>1. CONSERVATION, REDUCTION, RE-USE AND RECYCLING OF WASTE, POLLUTION CONTROL, AND THE CONSERVATION OF NATURAL RESOURCES;</li> <li>2. REDUCTION OF TRAVEL BY PRIVATE CAR AND VEHICLE MOVEMENTS, AND THE PROMOTION OF CYCLING, WALKING AND THE USE OF PUBLIC TRANSPORT;</li> <li>3. RECLAMATION OF DERELICT, DEGRADED OR CONTAMINATED LAND, AND ITS REMEDIATION TO BENEFICIAL USES; AND</li> <li>4. REGENERATION OF THE URBAN ENVIRONMENT</li> </ol>	<p>It is the applicant's aspiration to deliver a highly sustainable development at Island Farm, incorporating a variety of sustainable design features as appropriate to the site and surroundings.</p> <p>In addition, the location of the site is well-placed to encourage travel (by both employees and visitors to the site) by modes of transport other than the private car. The scheme design will encourage maximum use of public transport, as well as walking and cycling.</p>
POLICY EV1	<p>DEVELOPMENT IN THE COUNTRYSIDE WILL BE STRICTLY CONTROLLED. EXCEPTIONS TO THIS MAY BE THAT WHICH IS NECESSARY IN THE INTERESTS OF AGRICULTURE, FARM DIVERSIFICATION, FORESTRY, THE WINNING AND WORKING OF MINERALS, APPROPRIATE COUNTRYSIDE TOURISM, LEISURE AND RECREATION, LAND RECLAMATION, TRANSPORTATION INFRASTRUCTURE, UTILITY SERVICE PROVISION, AND THE SUITABLE CONVERSION, EXTENSION OR REHABILITATION OF EXISTING RURAL BUILDINGS.</p>	<p>The principle of development upon the northern section of the site is long established, being located within settlement limits and being allocated for employment use within the development plan. A Phase II extension to Bridgend Science Park will be developed within the north-eastern portion of the site (in line with the policy designation and the aspiration of the Local Authority to extend the Science Park).</p> <p>A substantial portion of the remaining area of available land within the site will be provided for nature and ecological enhancement (i.e. over 43 acres in total), thereby maintaining the landscaped / rural aspect of the site.</p>
POLICY EV3	<p>DEVELOPMENT IN THE COUNTRYSIDE WHICH INVOLVES THE LOSS OF GRADE 1, 2, OR 3a AGRICULTURAL LAND WILL NOT BE PERMITTED, EXCEPT WHERE IT CAN BE DEMONSTRATED THAT THERE IS AN OVERRIDING NEED FOR DEVELOPMENT. WHERE THE LOSS OF SUCH LAND IS ESSENTIAL, DEVELOPMENT WILL TAKE PLACE ON THE LOWEST POSSIBLE GRADES OF SUITABLE LAND, IN A MANNER CONSISTENT WITH EXISTING ENVIRONMENTAL AND OTHER CONSERVATION INTERESTS, AND AVOIDING PREJUDICE TO THE VIABILITY OF EXISTING OR PROPOSED FARM UNITS OR HOLDINGS.</p>	<p>It is considered that the arable land is not deemed suitable for growing vegetables or high value food crops, and as such, would probably remain as a means of growing animal feed if the development were not to proceed.</p>

EMPLOYMENT		
<b>PART 1: POLICY 5</b>	252 HECTARES OF EMPLOYMENT LAND WILL BE ALLOCATED TO SATISFY THE VARYING NEEDS OF EXISTING INDUSTRY, INWARD INVESTMENT PROJECTS AND SMALL BUSINESSES.	As part of the Island Farm scheme, a Phase II extension to Bridgend Science Park will be developed, creating over 20 acres of high-quality, high-technology employment space, in a highly accessible location directly adjacent to the A48 transport corridor.
<b>POLICY E6(1)</b>	LAND IS ALLOCATED AND SAFEGUARDED FOR THE ESTABLISHMENT OF HIGH QUALITY 'SPECIAL EMPLOYMENT SITES'. SUCH SITES MUST BE DEVELOPED TO THE HIGHEST DESIGN AND ENVIRONMENTAL STANDARDS AND ARE RESERVED SPECIFICALLY FOR HIGH TECHNOLOGY BUSINESS AND MANUFACTURING, RESEARCH AND DEVELOPMENT AND RELATED OFFICE DEVELOPMENT, AND FOR NO OTHER PURPOSE. IN THIS RESPECT THE FOLLOWING SITES ARE ALLOCATED AT: E6(1) BRIDGEND SCIENCE PARK/LAND AT ISLAND FARM.	It is anticipated that the Phase II extension to the Science Park, to be created as part of the proposed Island Farm development, will accommodate high technology business and manufacturing, research and development and related office development. In line with the high-quality occupiers who will be attracted to the Science Park, it is anticipated that the design, sustainability and environmental standards of the Science Park extension will be of the highest quality.
LANDSCAPE		
<b>POLICY EV10</b>	DEVELOPMENT WHICH ADVERSELY AFFECTS THE FOLLOWING 'SPECIAL LANDSCAPE AREAS' OF THE COUNTY BOROUGH:-  1. THE STRATEGIC COALFIELD PLATEAU AND ITS ASSOCIATED VALLEY SIDES; AND  2. LANDSCAPE CONSERVATION AREAS;  WILL NOT BE FAVOURED.	The site is located adjacent to an area designated as a Landscape Conservation Area. As such, the impact of the proposals upon this sensitive area (in both visual and physical terms) has formed a key consideration in the development of the masterplan for the site.
<b>POLICY EV42</b>	(A) DEVELOPMENT WHICH WOULD ADVERSELY AFFECT AN HISTORIC PARK OR GARDEN, OR THEIR SETTINGS, WILL NOT BE PERMITTED.  (B) DEVELOPMENT WHICH WOULD ADVERSELY AFFECT AN HISTORIC LANDSCAPE WILL NOT BE PERMITTED.	The site is located adjacent to an area of Grade 2* Registered Park. As above, the impact of the proposals (in both visual and physical terms) upon this sensitive area has formed a key consideration in the development of the masterplan for the site.
BIODIVERSITY / ECOLOGY		
<b>POLICY EV20</b>	PROPOSALS FOR DEVELOPMENT OR REDEVELOPMENT WILL BE REQUIRED TO:- 1. RETAIN WHEREVER POSSIBLE AND/OR TRANSLOCATE OR REPLACE WHERE APPROPRIATE EXISTING WOODLAND, TREES, HEDGEROWS, WETLANDS, WATERCOURSES, PONDS, GREEN LANES, GEOLOGICAL FEATURES AND OTHER NATURAL FEATURES OR HABITATS OF NATURE CONSERVATION INTEREST, AND SAFEGUARD THEM DURING ANY DEVELOPMENT WORKS;  2. CONSERVE THOSE HABITATS LISTED IN (1) ABOVE OR, WHERE NECESSARY, PROVIDE FOR MITIGATION OR COMPENSATORY MEASURES IN ORDER TO SECURE BIODIVERSITY, IN ACCORDANCE WITH ANY APPROPRIATE PLANNING CONDITIONS/OBLIGATIONS REGARDING THEIR FUTURE MANAGEMENT;  3. INCORPORATE APPROPRIATE NATIVE VEGETATION IN ANY LANDSCAPING OR PLANTING SCHEME, EXCEPT WHERE SPECIAL REQUIREMENTS IN TERMS OF THEIR PURPOSE OR LOCATION DICTATE OTHERWISE;  4. MAXIMISE THE POSSIBLE AREA OF PERMEABLE GROUND SURFACE TO ASSIST PROPER SURFACE WATER DRAINAGE, WHILST SUPPORTING THE PLANTING OR REPLACEMENT OF EXISTING HABITATS; AND  5. AVOID OR OVERCOME HARM TO ANY ADJACENT NATURE CONSERVATION RESOURCE, 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.	The proposals for the site have been drawn up with ecological interests in mind, with the retention of important trees and hedgerows and the provision / extension of habitat areas, providing a network of linked habitats through the site.  The scheme proposes the creation of a Nature Conservation Area, providing approximately 43 acres of natural habitat (including the establishment of a Green Bridge allowing passage for dormice and bats present on the site).  The proposed development will therefore retain, protect and enhance the natural features and habitats of the site.

HISTORIC ENVIRONMENT		
PART 1: POLICY 2	<p>DEVELOPMENT IN THE COUNTY BOROUGH SHOULD SAFEGUARD THE INTEGRITY OF THE COUNTRYSIDE AND THE BUILT ENVIRONMENT. THROUGH CAREFUL SITING, PLANNING AND DESIGN, IT SHOULD PROTECT, CONSERVE AND ENHANCE:</p> <ol style="list-style-type: none"> <li>1. INTERNATIONAL, NATIONAL, REGIONAL AND LOCAL BIODIVERSITY;</li> <li>2. SPECIAL LANDSCAPE AREAS;</li> <li>3. THE HISTORIC BUILT ENVIRONMENT; AND</li> <li>4. THE COASTAL ZONE.</li> </ol>	<p>The sensitive nature of the surrounding area (including the designated Landscape Conservation Area, and area of Grade 2* Registered Park to the south and south west of the site) and significant ecological / biodiversity interest of the site, have formed key considerations in terms of the formulation of the masterplan for the Island Farm site.</p>
POLICY EV33	<p>DEVELOPMENT PROPOSALS WHICH WOULD EITHER HARM OR ADVERSELY AFFECT THE SPECIAL ARCHITECTURAL OR HISTORIC INTEREST OF A LISTED BUILDING, AND/OR ITS SETTING, WILL NOT BE PERMITTED. THOSE WORKS WHICH ALTER, BUT DO NOT ADVERSELY AFFECT, THE CHARACTER OF THE BUILDING, AND/OR ITS SETTING, MUST BE DEMONSTRATED TO BE DESIRABLE OR NECESSARY TO THE SATISFACTION OF THE COUNCIL / CADW IN ORDER TO BE PERMISSIBLE, AND AN OPPORTUNITY AFFORDED, WHERE THIS IS REQUIRED, FOR THE PROPER SPECIALIST RECORDING OF THE BUILDING AND ITS FEATURES PRIOR TO ANY WORKS BEING COMMENCED, IN ACCORDANCE WITH THE RELEVANT CONSENT(S) SUBJECT OF THE NECESSARY PLANNING CONDITIONS AND/OR PLANNING OBLIGATIONS/AGREEMENTS.</p>	<p>The former Prisoner of War Camp, located towards the northern boundary of the site, has been levelled leaving only 'Hut 9', which enjoys statutory protection as a Grade 2 Listed Building. 'Hut 9' will be retained and protected, forming a feature within the scheme.</p>
POLICY EV35	<p>SCHEMES WHICH MAINTAIN LISTED BUILDINGS AND BUILDINGS OF LOCAL ARCHITECTURAL OR HISTORIC INTEREST IN OPTIMUM USE AND IN GOOD REPAIR WILL BE FAVOURED.</p>	<p>'Hut 9', a statutory Grade 2 Listed Building, will be retained and protected as part of the proposed development and its historic interest enhanced as a key feature of the scheme.</p>
DESIGN		
POLICY EV45	<p>NEW DEVELOPMENT WHICH ACHIEVES A GOOD STANDARD OF DESIGN BY:</p> <ol style="list-style-type: none"> <li>1. HAVING A CONSISTENT STYLE OR CHARACTER;</li> <li>2. RESPECTING THE CONTEXT OF THE DEVELOPMENT;</li> <li>3. BEING APPROPRIATE TO THE SCALE AND PROMINENCE OF THE DEVELOPMENT;</li> <li>4. INCORPORATING THOSE EXISTING FEATURES OF THE SITE THAT ARE IMPORTANT TO THE LOCAL ENVIRONMENT, INCLUDING ITS TOPOGRAPHY, BIODIVERSITY, AND STRUCTURES OF HISTORIC INTEREST;</li> <li>5. USING SITING, LAYOUT, FORM, MATERIALS, AND ARCHITECTURAL DETAIL, AND PUBLIC ART, TO CREATE A NEW, OR ENHANCE AN EXISTING, SENSE OF PLACE;</li> <li>6. REASONABLY PROTECTING THE RESIDENTIAL AMENITY OF NEIGHBOURS, INCLUDING PRIVACY, A QUIET ENVIRONMENT, DAYLIGHTING AND SUNLIGHTING;</li> <li>7. BEING COMPATIBLE WITH THE ADEQUATE PROVISION OF AMENITIES (INCLUDING OPEN SPACE) FOR RESIDENTS OR USERS OF THE DEVELOPMENT;</li> <li>8. BEING COMPATIBLE WITH THE CREATION OF AN ENVIRONMENT WHICH IS SAFE, FRIENDLY TO THE DISABLED, SUSTAINABLY ACCESSIBLE, MANAGEABLE, AND POLLUTION-FREE;</li> <li>9. BEING COMPATIBLE WITH THE USE OF SUSTAINABLE METHODS OF CONSTRUCTION, MATERIALS, ENERGY CONSERVATION, AND WATER MANAGEMENT; WILL BE PERMITTED.</li> </ol>	<p>In terms of design parameters, significant iteration has taken place in response to the sensitive environmental nature of the site and its surroundings, in order to arrive at the best environmental 'fit'. The following issues have formed key considerations in the formulation of the masterplan:</p> <ul style="list-style-type: none"> <li>▪ Protection, retention and enhancement of the nature / ecological / biodiversity interest of the site.</li> <li>▪ Making best use of the topography on site to reduce the perceived scale and mass of buildings.</li> <li>▪ Visual impacts from surrounding sensitive landscapes and public rights of way.</li> <li>▪ Reserve mineral area in the southern part of the application site.</li> </ul> <p>The masterplan for the site has been developed with regard to the context of the site and its immediate surroundings, and fully incorporates existing features (including topography, biodiversity and existing historic structures).</p>

POLICY EV46	DESIGN MEASURES WHICH AIM TO REDUCE THE INCIDENCE, OR FEAR OF CRIME WILL BE FAVOURED.	Although the application is submitted in outline at this stage, consideration will be given at the detailed design stage to 'designing-out' crime, including for example the provision of safe routes throughout the site for pedestrians and cyclists.
POLICY EV47	PROPOSALS FOR DEVELOPMENT WHICH ARE EXPECTED TO BE USED OR VISITED BY THE GENERAL PUBLIC SHALL MAKE PROVISION FOR PEOPLE WITH SPECIAL ACCESS NEEDS, E.G. THOSE WITH DISABILITIES, PEOPLE WITH YOUNG CHILDREN, AND THE ELDERLY.	Although only at the outline stage, the detailed scheme design will be considered with social inclusion in mind. The detailed design features will ensure that the site is equally accessible for all, including for people with disabilities, people with young children, and the elderly.
POLICY U1	DEVELOPMENT WHICH ENCOURAGES THE MORE EFFICIENT USE OF ENERGY AND/OR WHICH CONSERVES ITS SUPPLY WILL BE FAVOURED.	It is the applicant's aspiration to achieve a development of the highest quality, in terms of both design and sustainability, and it is anticipated that sustainability features will be incorporated which encourage the efficient use of energy and reduction in carbon emissions (thereby contributing to tackling the issue of climate change).
<b>TRANSPORT</b>		
PART 1: POLICY 6	<p>IMPROVEMENTS TO THE TRANSPORTATION NETWORK WILL BE CARRIED OUT TO:-</p> <ol style="list-style-type: none"> <li>1. ENHANCE ROAD SAFETY;</li> <li>2. DISCOURAGE INAPPROPRIATE CAR USE;</li> <li>3. ENCOURAGE THE USE OF PUBLIC TRANSPORT AND OTHER ALTERNATIVE MODES;</li> <li>4. PROMOTE ECONOMIC DEVELOPMENT;</li> <li>5. PROVIDE ACCESS FOR ALL; AND</li> <li>6. BENEFIT THE ENVIRONMENT.</li> </ol>	<p>Key issues in regards to transportation / highways are summarised below:</p> <p><i>Walking / Cycling / Public Transport</i></p> <p>The site is well located within 2km of Bridgend town centre and close to many local amenities including shops, schools and employment. A large proportion of central Bridgend is located within the potential walking catchment of 2km, with the railway station being approximately 1.5km and bus station 1.85km from the northern boundary of the Island Farm site.</p> <p>Furthermore, almost the whole of Bridgend is included within the 5km cycling catchment and cycle links to the town centre currently exist.</p> <p>Non-car trips to the site will be encouraged by further improvements to the footpath / cycle links into Bridgend. As part of the scheme, footpaths and pedestrian crossings within the site and immediate vicinity will be provided / enhanced, and new cycle facilities are proposed along the improved section of the A48.</p>
PART 1: POLICY 7	<p>DEVELOPMENT WHICH CAN BE DEMONSTRATED TO PROMOTE AND ENCOURAGE THE FOLLOWING WILL BE FAVOURED:-</p> <ol style="list-style-type: none"> <li>1. EFFICIENT USE OF THE EXISTING HIGHWAY NETWORK;</li> <li>2. INCREASE IN PUBLIC TRANSPORT USAGE;</li> <li>3. REDUCTION IN THE NUMBER AND LENGTH OF CAR-BORNE JOURNEYS;</li> <li>4. WALKING AND CYCLING; AND</li> <li>5. PROVISION OF RAIL FREIGHT FACILITIES.</li> </ol>	<p>The developer recognises the need to make enhanced provision for buses. In consultation with the Council, the locations for bus stops would be agreed at the detailed design stage.</p> <p><i>Vehicular Access and Parking</i></p> <p>The proposed vehicular access to the site would be achieved using a new signal controlled junction on to the A48, with a secondary access through the existing Science Park (accessed from Ewenny Road via Technology Drive).</p>
POLICY T1	DEVELOPMENT SHOULD LOCATE IN AREAS SERVED BY, OR CAPABLE OF BEING SERVED BY, MODES OF TRANSPORT OTHER THAN THE PRIVATE CAR. DEVELOPMENT SHOULD SELECT LOCATIONS WHICH RESULT IN THE MINIMAL HARMFUL IMPACT FROM TRAFFIC, BY WAY OF NOISE, POLLUTION, ETC., ON THE ENVIRONMENT.	<p>Accordingly, these highways enhancements would ensure that the development does not adversely affect the safe and efficient movement of traffic along the A48.</p> <p>Car parking facilities for the proposed Science Park and sports / leisure facilities will be provided for in line</p>

<p style="text-align: center;">POLICY T2</p>	<p>PROPOSALS FOR MAJOR DEVELOPMENT OR DEVELOPMENT LIKELY TO GIVE A MATERIAL INCREASE IN OR MATERIAL CHANGE IN THE CHARACTER OF TRAFFIC ON THE NETWORK SHOULD BE ACCOMPANIED BY A TRANSPORT ASSESSMENT. WHERE THIS DEMONSTRATES THAT A PROPOSAL WOULD HAVE AN ADVERSE EFFECT ON HIGHWAY SAFETY OR THE QUALITY OF THE ENVIRONMENT, AND WOULD FAIL TO PROVIDE CONVENIENT ACCESS BY A CHOICE OF TRAVEL MODE, THE SCOPE FOR OVERCOMING THE PROBLEM(S) BY PROVIDING THE FOLLOWING SHOULD BE INVESTIGATED AND SECURED:</p> <ol style="list-style-type: none"> <li>1. ROAD SAFETY FEATURES;</li> <li>2. CYCLING FACILITIES;</li> <li>3. PEDESTRIAN MOVEMENT;</li> <li>4. PUBLIC TRANSPORT FACILITIES;</li> <li>5. SPEED CONTROL FEATURES; AND</li> <li>6. ENVIRONMENTAL IMPROVEMENTS.</li> </ol>	<p>with CSS Wales Parking Standards 2008).</p> <p><i>Park and Ride</i></p> <p>As part of the development, it is proposed to provide facilities for a park and ride scheme to operate from the site.</p> <p>Initially, it is proposed that the scheme will operate on Saturdays for people wishing to use the shopping / town centre facilities (and on days when special events are held in the stadium).</p>
<p style="text-align: center;">POLICY T13</p>	<p>THE FOLLOWING TRANSPORT CORRIDORS ARE IDENTIFIED AS THE MAIN ROUTES IN THE COUNTY BOROUGH FOR THE MOVEMENT OF PEOPLE AND GOODS. DEVELOPMENT WHICH WOULD:-</p> <p>(A) ADVERSELY AFFECT SAFE AND EFFICIENT MOVEMENT IN THESE CORRIDORS, AND/OR</p> <p>(B) WOULD CREATE OR EXACERBATE HARM TO THE ENVIRONMENT ALONG THEM, AND</p> <p>(C) WOULD NOT BE CAPABLE OF MITIGATION;</p> <p>WILL NOT BE PERMITTED.</p> <p>THE CORRIDORS ARE:</p> <p>.....T13(6) A473-A48.</p>	
<p style="text-align: center;">POLICY T14</p>	<p>MAJOR IMPROVEMENTS TO THE HIGHWAY NETWORK WILL BE UNDERTAKEN AT THE FOLLOWING LOCATIONS:-</p> <p>T14(11) ACCESS TO MERTHYR MAWR ROAD/BRIDGEND SCIENCE PARK, A48, BRIDGEND</p> <p>AND WILL BE SUBJECT TO FORMAL AGREEMENTS WITH THE COUNCIL, AND/OR AS DETAILED AND APPROVED WITHIN THE APPROPRIATE DEVELOPMENT BRIEFS.</p>	

LEISURE / TOURISM		
POLICY TM1	<p><b>NEW OR EXTENDED TOURIST AND LEISURE FACILITIES AND ATTRACTIONS WILL BE PERMITTED <u>IN URBAN AREAS</u> WHERE ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:-</b></p> <ol style="list-style-type: none"> <li>1. IT WILL CONTRIBUTE TO THE REGENERATION OF TOWN CENTRES BY IMPROVING THEIR VITALITY, VIABILITY AND ATTRACTIVENESS TO VISITORS, AND ENHANCE THEIR LEISURE ROLE IN THE EVENING ECONOMY AND AT WEEKENDS;</li> <li>2. THE DEVELOPMENT WILL BE COMPATIBLE WITH, AND SYMPATHETIC TO ITS SURROUNDINGS IN TERMS OF SITING, SCALE, DESIGN, EXTERNAL APPEARANCE, MATERIALS AND LANDSCAPING;</li> <li>3. THE DEVELOPMENT IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON CAR TRAVELLER, AND THE MAIN ROAD NETWORK, AND WOULD HAVE SATISFACTORY CAR PARKING;</li> <li>4. THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE DEVELOPMENT WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS</li> <li>5. THE SITE IS NOT WITHIN AN AREA OF FLOOD RISK.</li> </ol> <p><b>NEW OR EXTENDED TOURIST AND LEISURE FACILITIES AND ATTRACTIONS <u>IN THE COUNTRYSIDE</u> WILL ONLY BE PERMITTED IF THE ACTIVITY BY ITS NATURE REQUIRES A COUNTRYSIDE LOCATION, AND/OR THE PROPOSED DEVELOPMENT IS PART OF A RURAL DIVERSIFICATION SCHEME. DEVELOPMENT PROPOSALS SHOULD SATISFY ALL THE FOLLOWING CRITERIA:-</b></p> <ol style="list-style-type: none"> <li>1. THE DEVELOPMENT WILL NOT HARM OR ADVERSELY AFFECT THE FOLLOWING AREAS AND THEIR SETTINGS:-               <ol style="list-style-type: none"> <li>A) THE GLAMORGAN HERITAGE COAST;</li> <li>B) THE KENFIG cSAC;</li> <li>C) THE STRATEGIC COALFIELD PLATEAU AND ASSOCIATED VALLEY SIDES;</li> <li>D) SSSI's AND OTHER ENVIRONMENTALLY SENSITIVE AREAS;</li> </ol> </li> <li>2. THE DEVELOPMENT WILL BE COMPATIBLE WITH, AND SYMPATHETIC TO ITS SURROUNDINGS IN TERMS OF SITING, SCALE, DESIGN, EXTERNAL APPEARANCE, MATERIALS AND LANDSCAPING;</li> <li>3. THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE DEVELOPMENT WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS.</li> <li>4. THE DEVELOPMENT IS ACCESSIBLE BY A CHOICE OF TRANSPORT MODES AND WELL RELATED TO THE NEEDS OF THE NON-MOTORISED TRAVELLER.</li> <li>5. THE SITE IS NOT WITHIN AN AREA OF FLOOD RISK.</li> </ol>	<p>The scheme when fully completed will be unique in South Wales providing a destination for high profile sporting events for both participants and spectators alike, within a highly accessible location positioned adjacent to the built-up area of Bridgend and accessed directly off the A48 corridor.</p> <p>It is envisaged that the sports facilities provided at Island Farm will draw and attract a substantial number of visitors – the application proposes a prestigious sporting centre of excellence which would consolidate the leading position of Bridgend in the region and which would bring a wide range of benefits to the town and County Borough as a whole.</p>



REGENERATION		
PART 1: POLICY 21	<p>ANY DEVELOPMENT WHICH IS LIKELY TO PUT A REGENERATION STRATEGY AT RISK WILL NOT BE PERMITTED.</p>	<p>The provision of prestigious sports development of regional and national importance and status, and the provision of significant job opportunities of high quality (both within the Science Park, and provided for by the sports / leisure related facilities), will assist the County Borough in achieving a number of their overarching aims and objectives for the regeneration of the area.</p>
SPORTS / RECREATION		
PART 1: POLICY 12	<p>DEVELOPMENT PROPOSALS WHICH CONTRIBUTE TO, AND / OR PROTECT SPORT AND RECREATIONAL FACILITIES AND SERVICES WILL BE ENCOURAGED.</p>	<p>The proposed development will significantly enhance the sports / recreation / leisure 'offer' of Bridgend and the wider County Borough.</p> <p>The scheme will provide a unique and prestigious sporting centre of excellence for the spectators and participants within the population of Bridgend County Borough, as well as the within the wider South Wales region.</p>
POLICY RC1(A)	<p>PROPOSALS FOR NEW INDOOR SPORT AND RECREATION AND LEISURE DEVELOPMENT WILL BE PERMITTED WHERE THE DEVELOPMENT WOULD COMPLY WITH ALL THE FOLLOWING CRITERIA:-</p> <ol style="list-style-type: none"> <li>1. THERE IS A DEMONSTRATED NEED FOR ADDITIONAL FACILITIES;</li> <li>2. IN SEQUENTIAL ORDER OF PREFERENCE, ALL SUITABLE TOWN CENTRE, EDGE-OF-CENTRE, DISTRICT CENTRE AND OUT-OF-CENTRE SITES HAVE BEEN ASSESSED;</li> <li>3. THE PROPOSAL, EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR PERMITTED DEVELOPMENTS, DOES NOT THREATEN THE VITALITY AND ATTRACTIVENESS OF TOWN AND DISTRICT CENTRES;</li> <li>4. IT IS WELL RELATED TO PUBLIC TRANSPORT AND THE NEEDS OF THE NON-CAR TRAVELLER;</li> <li>5. THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSALS WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOW AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS;</li> <li>6. IT WILL HAVE SATISFACTORY CAR PARKING;</li> <li>7. THE DEVELOPMENT CAN BE SYMPATHETICALLY ASSIMILATED INTO THE ENVIRONMENT IN TERMS OF SITING, SCALE, DESIGN AND LANDSCAPING; AND</li> <li>8. THE FUNCTIONING OF OTHER USES AND THE EXISTING AMENITIES ENJOYED BY THE LOCAL POPULATION WOULD NOT BE ADVERSELY AFFECTED.</li> </ol>	<p>The proposed development at Island Farm will be:</p> <ul style="list-style-type: none"> <li>• designed to ensure that the scheme is sympathetic to the sensitive environmental context of the site and its surroundings;</li> <li>• positioned in a highly accessible location adjacent to the built-up area of Bridgend and within 2km of the town centre;</li> <li>• accessible by all modes of transport, including public transport and walking / cycling (sustainable modes of transport will be further enhanced as part of the scheme);</li> <li>• capable of efficiently accommodating the level of traffic (and car parking) anticipated to be generated by the development;</li> <li>• provide a range of sporting and leisure-related facilities for the County Borough located within a sporting centre of excellence.</li> </ul>
SAND / GRAVEL		
POLICY M14	<p>SAFEGUARDING AREAS ARE IDENTIFIED ON THE PROPOSALS MAP AS POTENTIAL RESOURCES OF SAND AND GRAVEL. PROPOSALS FOR PERMANENT DEVELOPMENT WITHIN ANY PART OF THESE AREAS WILL BE STRONGLY RESISTED. THE RESOURCES ARE LOCATED AS FOLLOWS:-</p> <p>.....M14(3) ISLAND FARM, BRIDGEND.</p>	<p>The masterplan ensures that much of the sand / gravel allocation lies beneath playing fields, away from the main built development thus minimising the extent of any conflict.</p> <p>In addition, there is a significant amount of mineral deposits identified throughout the County (over 15 years supply) so it is considered that there is no 'need' argument overriding the development at Island Farm.</p> <p>In addition, it has been identified that the quality of the deposits is low due to geographical faulting, meaning that the limestone bedrock is of low quality.</p>