

Heronsbridge ALN School

Planning Statement

June 2026



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1.Introduction and Background

1.1. Background

This report is prepared by the Urbanists on behalf of Kier Construction and Bridgend County Borough Council. It is prepared in support of a detailed planning application for the construction of an additional learning needs (ALN) school and associated works, including residential accommodation on land south of Bridgend known as Island Farm.

1.2. This Report

This document comprises the following;

- **Section two** describes the site in context and surrounding area, including its planning history;
- **Section three** describes the development proposal in more detail, including how it has evolved;
- **Section four** describes the legislative and planning policy context relevant to the proposed development;
- **Section five** sets out the material considerations and provides an assessment of the proposals in planning policy terms;
- **Section six** provides a summary and some conclusions based on the above.

1.3. The Application

The planning application comprises the following documentation:

- Site Location Plan;
- Existing Site Layout Plans;
- Proposed Site Layout Plans;
- Proposed Floor and Roof Plans;
- Proposed Sections;
- Proposed Soft and Hard Landscaping Details;
- Proposed Transport and Access Plans;
- Transport Assessment;
- Travel Plan
- Tree Constraints Plans;

- Arboricultural Report;
- Preliminary Ecological Surveys;
- Targeting Ecological Surveys;
- Green Infrastructure Statement;
- Existing Site Surveys;
- Noise Assessment;
- Proposed Levels Plans;
- Proposed Services Plans
- Proposed Utilities Plans;
- Proposed Drainage and SuDS Plans and Strategy;
- Flood Consequences Assessment;
- Geo-environmental and Geo-Technical Site Investigation;
- Archaeological Desk Based Assessment;
- Landscape and Visual Impact Assessment;
- Health Impact Assessment;
- EIA Screening Opinion;
- Submission Schedule; and
- Design and Access Statement.

2.The Development Site

2.1. Site Location and Description

The site is located immediately to the south of the town of Bridgend within the Bridgend County Borough Council Area, South Wales. It is to the west of Bridgend Science Park, forming part of a strategic allocation known as the Island Farm Sustainable Growth Area which comprises approximately 50ha of land allocated as a mixed use urban extension.



Figure 1: Site in the Context of Bridgend (Google Earth)

The application site measures approximately 4.8ha of mainly greenfield land that comprises an agricultural character and use, with much of the site having potential to be Best and Most Versatile Agricultural Land. It does not fall within an area of high flood risk and there are some very localised surface water flooding considerations in the area.

The site is defined by mature hedgerow planting, while along the eastern boundary there are mature trees that separate the development site from the Science Park. The site slopes noticeably from higher ground along the southeastern boundary to lower ground along the northwestern boundary. To the north of the site, there is a group of existing residential properties. To the west is

the former Island Farm Prisoner of War Camp and extending greenfields. To the south are more open agricultural greenfields.

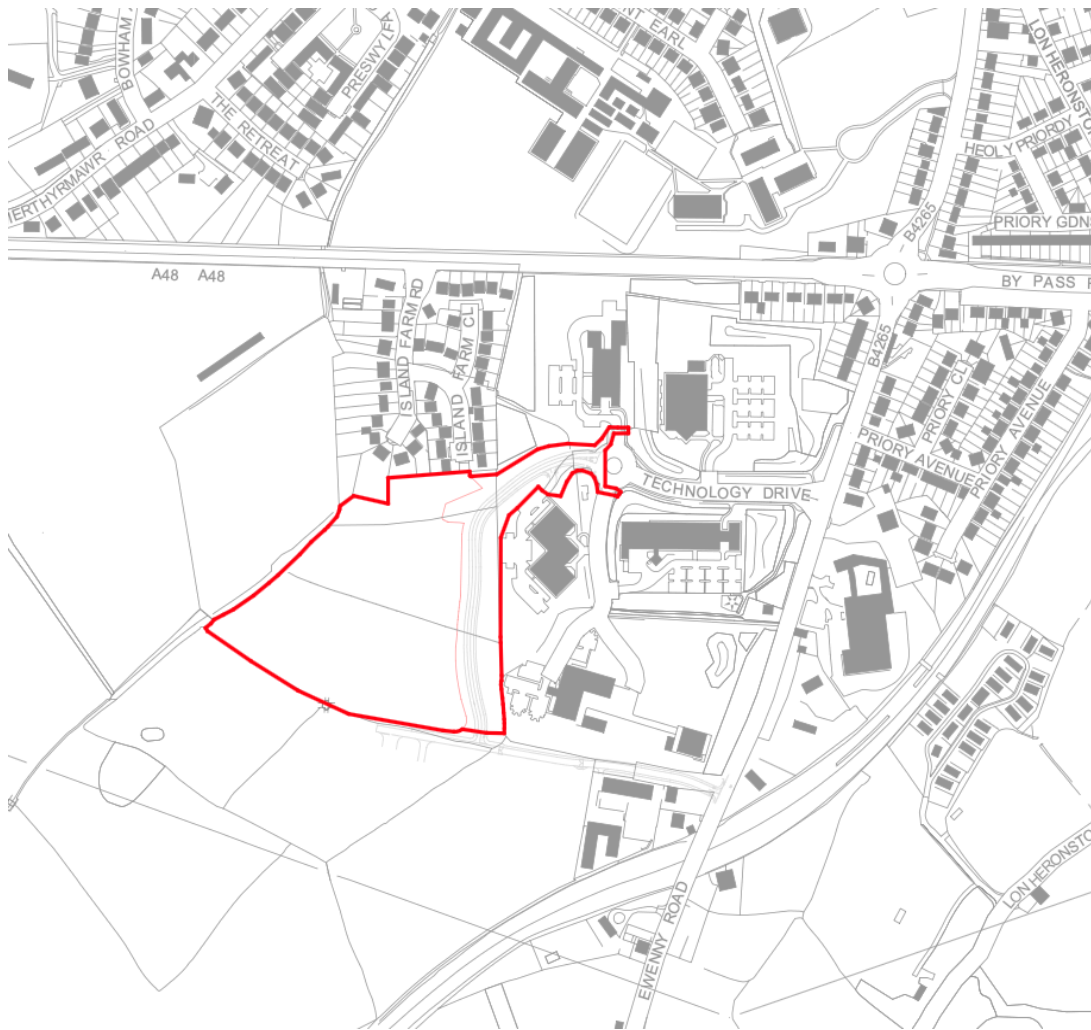


Figure 2: Site Location Plan



Figure 3: Site Photographs - (Top left) view of hedgerow and trees located on the site boundaries which is to be retained. (Top right) view of arable land which is the main development area. (Bottom left) view of existing residential development adjacent to the northern site boundary. (Bottom right) view up the development site to the Bridgend Science Park.

2.2. Planning History

This section sets out the planning history of relevance to the site and the proposed development. The history largely relates to the wider strategic allocation. A summary of the history is set out below:

- **P/08/1114/OUT** - Outline Consent for New Development (Mixed Use - Sport, Leisure, Commercial, Offices) at Island Farm Bridgend. Granted March 2012. NMA to alter Conditions 3, 14, 15, 16 and 39. **Granted April 2017.**
- **P/14/354/RES** - Reserved Matters for Indoor Tennis Centre With 12 External Courts, Viewing Areas, Landscaping, Car Parking & Associated Works. **Granted August 2014.**
- **P/14/824/RES** - Reserved Matters for Highway Infrastructure, Green Bridge & Drainage Infrastructure. **Granted June 2015.**
- **P/17/29/FUL** - Use of existing access into development site at Island Farm Lane (off Eweny Road) and at New Inn Road on a temporary basis for construction vehicles and staff, and development of construction access tracks to facilitate planning permissions P/14/354/RES and P/14/824/RES. **Granted March 2017.**
- **P/20/995/FUL** - Full Planning Permission for Indoor and outdoor tennis centre, outdoor swimming pool, landscaping, car parking, new access and Active Travel route, new car park and amenity area for the adjacent care home. **Granted January 2023.**

The original outline approval granted in 2012 comprised an extensive extension to the Science Park, a 15,000 seat sports stadium, 5,000 seat rugby stadium, 2,000 seat football stadium, indoor tennis centre with 10 outdoor courts and an indoor 4G training facility. Reserved matters consent was subsequently granted for the tennis centre before application reference P/17/29/FUL was granted to allow the use of Island Farm Lane as a temporary access. Pre-commencement conditions in relation to the tennis centre were discharged and a lawful commencement of development was initiated, meaning it could be implemented in accordance with the reserved matters permission.

However, a full application was later submitted (P/20/995/FUL) which sought the construction of a tennis centre on the same site. The centre would be accessed by the new access road from the Science Park. The newer proposal also included the improvement of Island Farm Lane to allow for pedestrian footpaths and tactile paving, albeit the road would be gated and only for use by pedestrians, cyclists and construction traffic.



Figure 4: Approved Block Plan (P/20/995/FUL)

3. Development Proposal

The application seeks full planning permission for an Additional Learning Needs (ALN) School and associated works. The school will replace the existing Heronsbridge school in Bridgend and will provide school places for over 300 pupils aged between 3 and 19 with Additional Learning Needs, Severe Learning Needs and Autism Spectrum Disorder. The design includes visual references to the existing school, while meeting modern standards. External finishes have been chosen to both be calming and welcoming but also in-keeping with the wider location.



Figure 5: Proposed School Elevations (HLM)

The proposal also includes a residential element to provide a respite service associated with the Social Services and Wellbeing Directorate, as well as the school itself. This consists of two buildings, one run by the school and one by Social Services (Harwood House). The buildings are positioned around a central courtyard and have been designed to feel homely, as opposed to a government institution, while also being sympathetic to noise and the landscape. Needs will be provided by some 238 staff members across the whole site and the residential provision comprises 39 weeks of residential education provision and 52 weeks of social service provision.

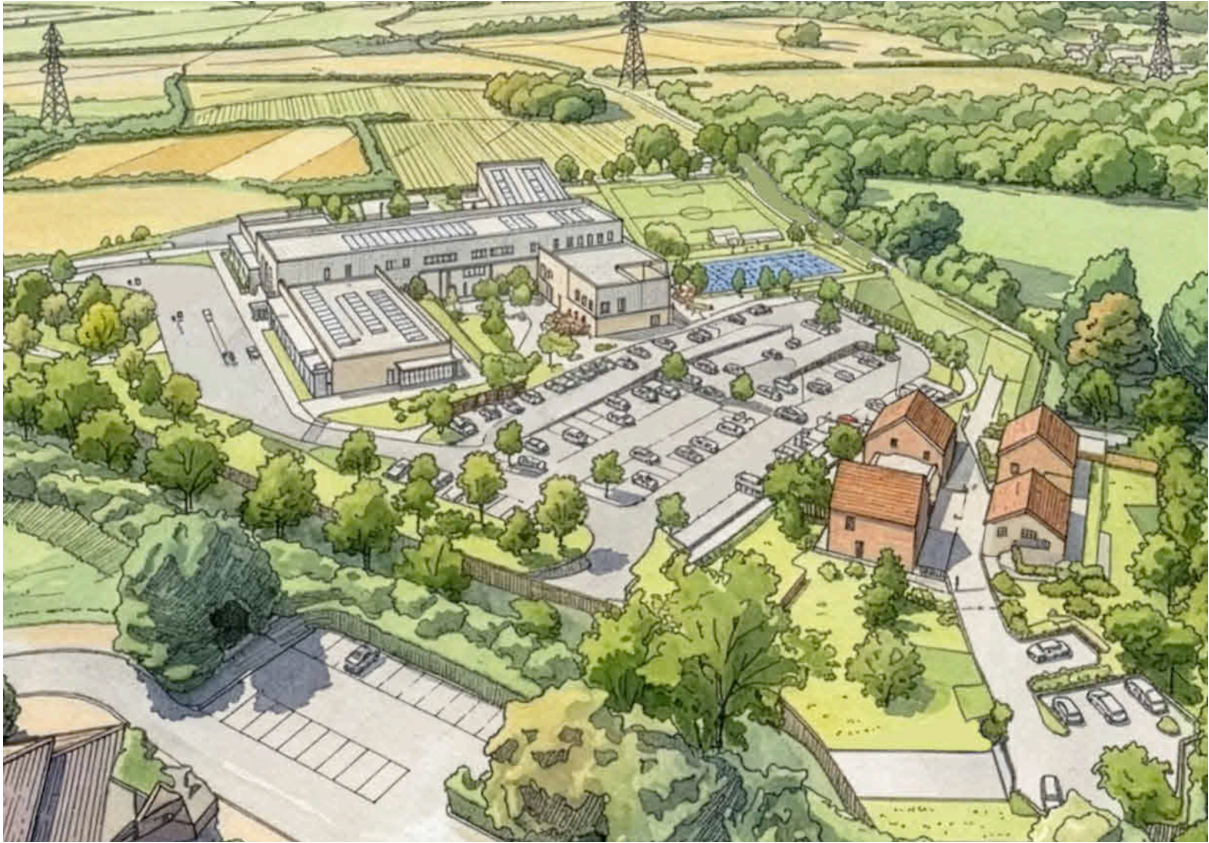


Figure 6: Illustrations of Proposed Site (HLM)

Pick-up and drop-off arrangements have been proposed to be similar to arrangements at the current school in order to minimise disruption for students and staff. A Travel Plan and Student Management Plan have been submitted to break this down in detail. Access will be taken from the existing highway network to the north of the site on Technology Drive, which benefits from a continuous footway. An internal spine road is required, one being previously approved under the tennis centre application (discussed above) and discussions are ongoing in terms of how this comes forward. The proposed school will have a primary access junction to the north and a secondary junction to the south. The northern point will be the main access including for the staff car park whilst the secondary access is for mini-bus drop off and servicing. Further north, there is an additional access proposed for the residential area.

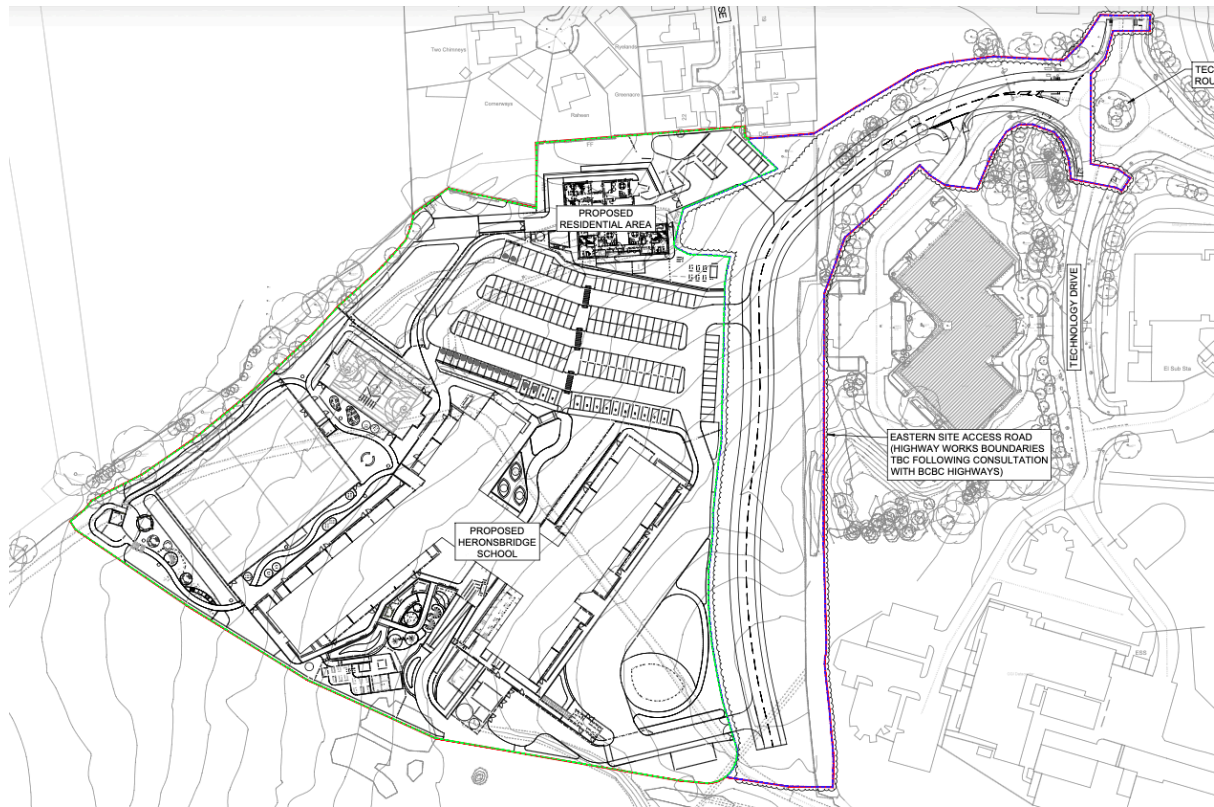


Figure 7: Proposed Civils Site Plan (Cambria)

In addition to providing a state of the art school and respite service for the benefit of the local community, the proposed development will bring forward a critical part of the wider site allocation for Island Farm, Bridgend. It comprises sustainable drainage, a 4G sports pitch, a multi-use games area (MUGA) and a mix of planting to ensure a net benefit of biodiversity.

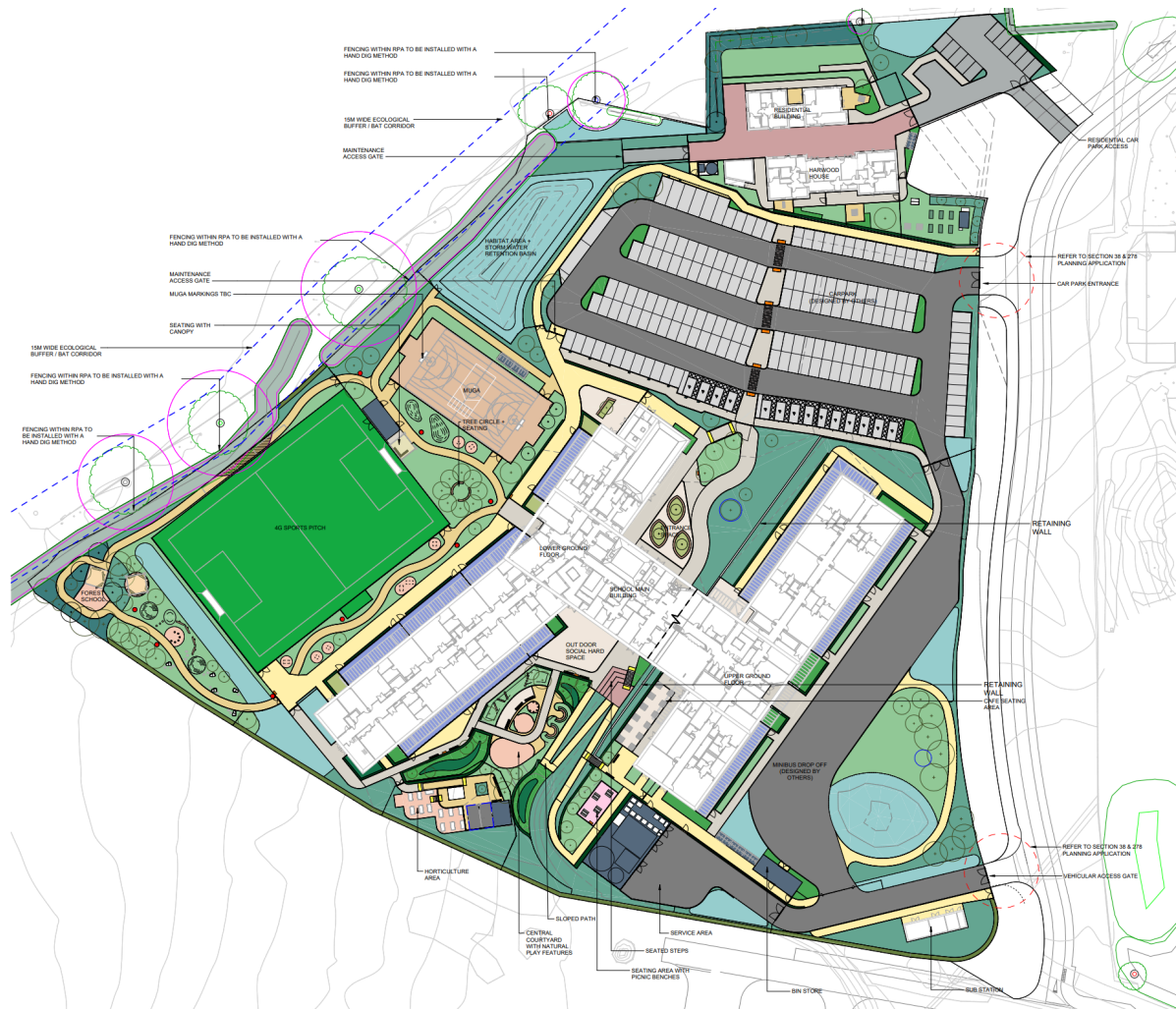


Figure 8: Landscape Masterplan (HLM)

4. Legislation and Planning Policy Context

This section sets out the planning legislation and policy context against which the development should be considered.

4.1. Legislation

4.1.1. Town and County Planning Act (1990) and Planning and Compulsory Purchase Act (2004)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 state that planning decisions must be made in accordance with the Development Plan, unless material considerations indicate otherwise. For Wales, the Development Plan includes the National Development Framework, any strategic development plan for an area that includes all or part of that area, and the local development plan for that area.

4.1.2. Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions. The Future Generations Act defines Sustainable Development in Wales as: *“The process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.”* The Act identifies seven well-being goals: A Prosperous Wales; A Resilient Wales; A More Equal Wales; A Healthier Wales; A Wales of Cohesive Communities; A Wales of Vibrant Culture and Welsh Language; A Globally Responsible Wales. The Act also sets out five ways of working needed for public bodies to achieve the seven well-being goals, these include the fundamental requirement to balance short-term needs with the need to safeguard the ability to also meet long-term needs.

4.2. National Planning Policy

The key national planning policy that provides material context to the proposed development is comprised of:

- Planning Policy Wales (2024) Ed. 12
- Future Wales: The National Plan 2040

Collectively, these documents provide the guide to ensure the delivery of sustainable development proposals.

4.2.1. Planning Policy Wales (2024) Ed. 12

Planning Policy Wales (Edition 12) (PPW) is the Welsh Government's land use planning policy for Wales. The primary objective of PPW is to ensure the planning system contributes towards the delivery of sustainable development, and improves the social, economic, environmental, and cultural well-being of Wales, as required by the Wellbeing of Future Generations (Wales) Act.

PPW cites schools as a form of community facility that can provide an important focus for sustaining communities and their well-being, being suitable for hosting a range of community benefits.

PPW selects placemaking as the process of creating sustainable places and maximising wellbeing. It identifies key planning principles that include: growing our economy in a sustainable manner; making best use of resources; facilitating healthy and accessible environments; creating and sustaining communities; and maximising environmental protection and limiting impact. Support for regeneration is a common theme throughout PPW.



Figure 9: Applying PPW principles in decision-making

4.2.2. Future Wales: The National Plan 2040

Future Wales: The National Plan 2040 was adopted in February 2021 as the national development framework setting the direction of development in Wales to 2040. The document is part of the development plan. The plan provides a strategy to address key national priorities through the planning system, including; developing a vibrant economy, developing strong ecosystems, achieving decarbonisation and climate resilience, and improving the health and wellbeing of communities.

Future Wales also provides a series of national policies (Ch. 4: Strategic and Spatial Choices). Those most relevant to the submission are considered to be:

- **Policy 1** - Where Wales will grow;
- **Policy 2** - Shaping Urban Growth and Regeneration - Strategic Placemaking;
- **Policy 3** - Supporting Urban Growth and Regeneration - Public Sector Leadership;
- **Policy 9** - Resilient Ecological Networks and Green Infrastructure;
- **Policy 33** - National Growth Area - Cardiff, Newport and the Valleys.

Policies 1 and 33 identify South Wales and the valleys as strategically key locations for future growth, while **Policy 3** sets out how the public sector should play an active, enabling role to support the delivery of growth and regeneration.

Policy 2 sets out the key Strategic Placemaking Principles including the creation of sustainable places through organised, walkable spaces with a mixed variety of uses and integrated green infrastructure. Similarly, **Policy 9** refers to resilient ecological networks and green infrastructure, ensuring development proposals contribute towards the protection and enhancement of biodiversity, ecosystems, and green resources.

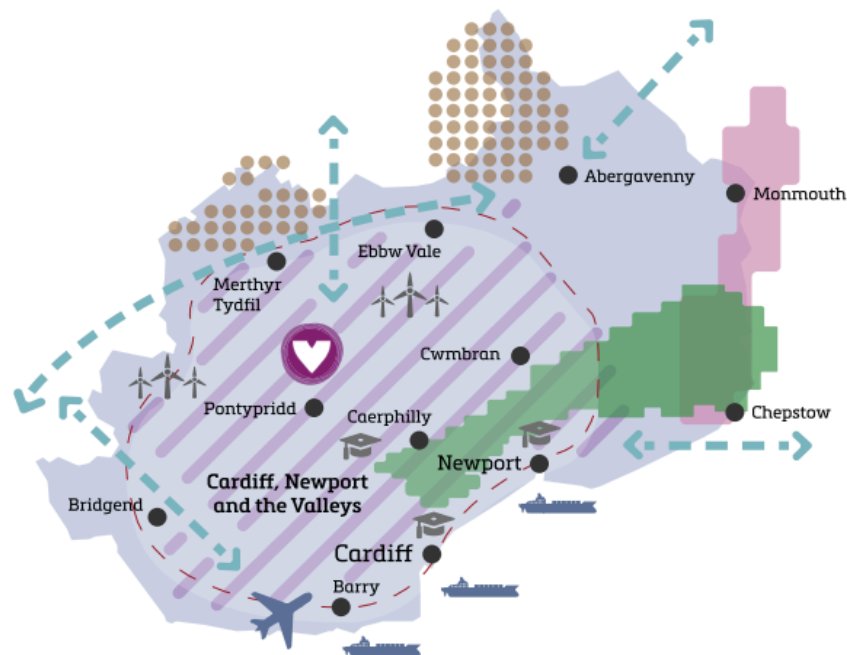


Figure 10: South East Region Strategic Diagram

4.3. Technical Advice Notes

In addition to the above overarching development policies, a series of Technical Advice Notes (TANs) provide design guidance to development proposals. TANs should be read in conjunction with Planning Policy Wales (PPW) and those considered most relevant to the development are identified below. These documents provide practical guidance that the development scheme will need to consider and apply as the design progresses.

4.3.1. TAN 5: Nature Conservation and Planning (2009)

This Technical Advice Note instructs how planning should be used to protect and enhance biodiversity and geological conservation. It sets out the key principles for nature conservation and there is a main focus on reducing the effects of climate change, which can be achieved by encouraging development that would reduce the damaging emissions and energy consumption to protect the environment.

4.3.2. TAN11: Noise (1997)

Despite not being especially recent, TAN11 sets out how noise should be considered in plan making and decision making and provides guidance in terms of the preparation of noise surveys and assessments.

4.3.3. TAN 12: Design (2016)

This Technical Advice Note aims to equip all those that are involved in the design of the development with advice on how sustainability, through good design, may be facilitated through the planning system. It sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via the five key objectives of good design illustrated below.



Figure 11: TAN12 Design Objectives

4.3.4. TAN 18: Transport (2007)

Recognises that Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. It states that PPW and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety, and foster more sustainable communities.

4.4. Local Policy

4.4.1. Replacement Bridgend Local Development Plan 2018-2033

The statutory development plan for the site comprises the Bridgend Replacement Local Development Plan (RLDP) 2018-2033, which was adopted on the 13th March 2024. It supersedes and replaces the previous adopted Bridgend County Borough LDP 2006-2021 (LDP). The RLDP constitutes the development plan for Bridgend County Borough and provides the basis for decisions on land-use planning in the area. It sets out key policies and land use allocations that shape the future of Bridgend County Borough and guide development up to 2033. It is evidently in-date and carries very significant decision making weight.

The RLDP therefore provides a measure of certainty about what kind of development would, and would not, be permitted in particular locations during the Plan period. Notably, the application site is an allocated site (PLA2) as demonstrated below.

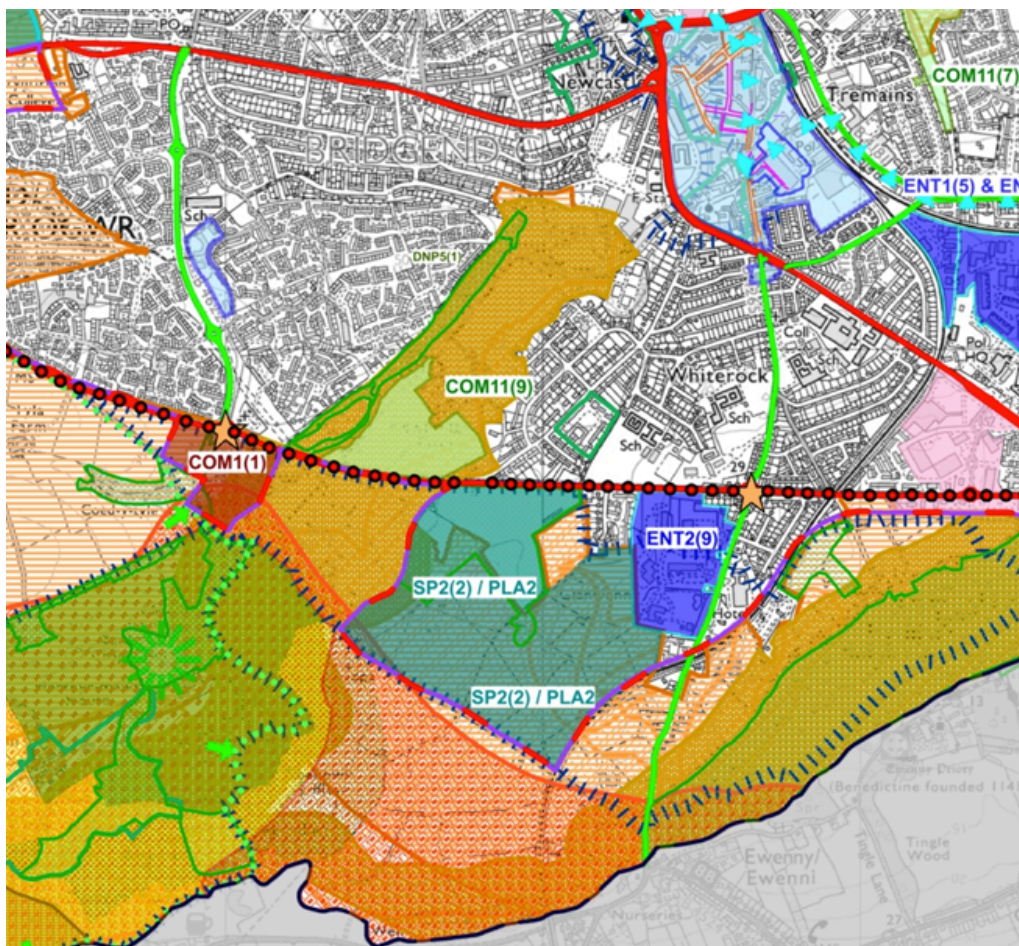


Figure 12: RLDP Proposals Map

The RLDP policies considered to be most relevant to the submission are listed below and also summarised in **Appendix 1**.

- SP1: Regeneration and Sustainable Growth Strategy;
- SP2: Regeneration Growth Area and Sustainable Growth Area Strategic Allocations;
- SP3: Good Design and Sustainable Placemaking;
- PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area;
- SP4: Mitigating the Impact of Climate Change;
- SP5: Sustainable Transport and Accessibility;
- PLA11: Parking Standards;
- PLA12: Active Travel;
- SP8: Health and Well-being;
- SP9: Social and Community Infrastructure;
- SP10: Infrastructure;
- SP17: Conservation and Enhancement of the Natural Environment;
- DNP6: Biodiversity, Ecological Networks, Habitats and Species;
- DNP7: Trees, Hedgerows and Development;
- DNP8: Green Infrastructure;
- DNP9: Natural Resource Protection and Public Health; and
- SP18: Conservation of the Historic Environment.

4.4.2. Supplementary Planning Guidance

The RLDP is supported by a number of Supplementary Planning Guidance documents. The content is summarised in **Appendix 2**, as well as being listed below:

- SPG 7: Trees and Development;
- SPG 17: Parking Standards; and
- SPG 19: Biodiversity and Development.

5. Planning Assessment

5.1. Introduction

The Planning and Compulsory Purchase Act 2004 (Sec. 38(6)) sets out that planning applications must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise.

To demonstrate how the development proposal satisfies the adopted Development Plan, this section of the statement assesses the proposal against the relevant policies. It also demonstrates how the proposal satisfies wider national policy and legislation.

5.2 Assessment

5.2.1. Principle of Development

The site is within a strategic site allocation (Policy PLA2) which forms part of the wider Bridgend Sustainable Growth Area (Policies SP1 and SP2). **It is therefore considered to be within a highly sustainable location whereby new development is generally supportable when considered against the LDP and Policies 1 and 3 of the National Plan.**

PLA2 specifically includes 4ha of land for the relocation of Heronsbridge SEN/ALN school. As such, the proposal forms a critical part of bringing the wider allocation forwards and satisfying a key strategic site within the RLDP. Whilst the site has potential to be considered Best and Most Versatile Agricultural Land, the designation is offset by the fact that the site is allocated in the RLDP. The total site area is approximately 4.8ha but this encompasses the spine road which will also be used for other developments within the allocation. **Overall, it is considered that significant decision making weight should be given to the benefits of the proposal.**

5.2.2. Transport, Parking and Access

As above, the site is in a highly sustainable location to the south of Bridgend and is allocated for development in the Development Plan. An active travel audit indicates that routes surrounding the school score *very well* in terms of active travel design guidance for walking and cycling respectively, with all routes other than one scoring under 70%. There are also two bus stops within 400m of the site. The site is accessed via Technology Drive to the north which benefits from a continuous footway, reaching as far as the existing school site. An internal spine road will be required, one already being approved under a planning application for a tennis centre. Primary

access will be taken off of this road with 3 access points proposed - 2 for the school and 1 for the residential element.

A Transport Assessment has been submitted which uses the above context and survey work to assess the transportation impacts of the proposed development. The Assessment has followed the methodology agreed during pre-application discussions and maintains that the site is accessible by sustainable means. However, following analysis of the existing school site, expected pupil numbers and the specific needs of ALN schools, car parking will be required. The submitted Transport Assessment confirms that this is 13 spaces (including 2 mini bus spaces) for the residential element and a total of 175 spaces for the school. The school spaces are broken down as having 151 standard spaces, 14 standard spaces, 2 taxi drop-off spaces and 8 mini-bus parking spaces. There will be a total of 16 EV charging points, with a proportion being for disabled and mini-bus parking. Pick-up and drop-off arrangements are similar to that of the existing school in order to limit impacts on staff and students. A Student Management Plan is contained within the Transport Assessment to clearly define how this will be managed. **Overall, whilst sustainable transport is sought to be maximised, a realistic level of parking is provided based on the parking survey work undertaken for the Transport Assessment.**

Highway capacity analysis has also been undertaken which predicts a moderate impact on the Ewenny Road/Technology Drive junction which is forecast to operate within capacity. There will be a slight impact on the A48/Ewenny Road signalised roundabout and operates over-capacity in some scenarios. Delays are expected beyond 2031 when other developments are built-out. It is therefore accepted that some level of mitigation will be necessary, albeit this will need to meet the tests of reasonableness in relation to this specific development and the importance of this proposal in bringing forward the site allocation should be considered.

Overall, the site is in a highly sustainable location where journeys can be made on foot, bicycle and public transport in accordance with national and local planning policy. In the short-term, impacts on the highway network will be limited but mitigation measures will be needed in the longer term to aid with junction capacity. Subject to mitigation being agreed and taking into account the importance of the proposed development, the transport impacts are expected to be policy compliant.

5.2.3. Design and Amenity

The proposed masterplan includes two key forms of built development, these being the main school building and the residential respite element which itself comprises two main buildings separated by a central courtyard. Whilst both the school and residential elements have been

designed to be in-keeping with each other and respond to the local context and constraints of the site such as levels and landscape, they carry subtly different characters in order to ensure pupils that move to the residential element at the end of the day have a clear differentiation and do not feel that they are moving to another institution. The project architects have designed both elements with close consultation with staff to ensure the building meets the needs of the prospective users which has included a pool, assisted changing rooms, family rooms and sensory rooms. Visual design nods have also been taken from the existing school building in Bridgend in the form of the material palette, whilst also ensuring a new state of the art facility is created. A Landscape and Visual Impact Assessment (LVIA) has been prepared which concludes that the development will form a relatively small component of the view from elevated locations, with impacts limited to short distance views from existing development. It is proposed to mitigate impacts through the extensive landscaping scheme.

Particular regard has been given to ensuring the development will not adversely impact the amenity of occupants of neighboring dwellings within Island Farm. A Consultation Event was undertaken with residents prior to the statutory pre-application consultation process. The school and sports pitch are proposed towards the southern and western boundaries and are well-separated from existing built development. Whilst the residential element is proposed closer to the neighbouring dwellings to the north of the site, a buffer has been retained with additional planting proposed. However, as this was a key issue raised at the Consultation Event, the layout of the residential development has been altered to reduce the scale of built development closer to the dwellings, essentially through swapping the two blocks positions. Further analysis on the consultation event is undertaken in the submitted DAS and the proposed visuals are considered to demonstrate the limited visual impacts and positive placemaking of the scheme as a whole.

The residential element consists of two inward facing buildings to further contain noise and visual impacts and protect the amenity of existing neighbours. Noise Assessments have been undertaken which conclude that noise impacts will be at a level that is within national requirements, subject to the design finishes according with the relevant sound insulation recommendations, with an acoustic consultant consulted on any changes. The assessments have considered a worst-case scenario with all students outdoors at once and have assessed noise up until 11pm in the evening, albeit in reality the school and MUGA will not be used as late as this. Most school events are during daytime hours with an annual leavers ball and carol concert which will finish at 10pm and 9pm respectively. It is understood that the existing school has specific ventilation features which allow noise to travel outside which will not be the case for the new

purpose built school. Revised assessments were undertaken following advice from the Environmental Health Officer and overall noise is not considered to be a significant issue.

Overall, the visual and neighbourhood amenity impacts of the proposal are limited. The design will result in a state-of-the-art facility for users, the benefits of which are considered to weigh greatly in favour of granting permission.

5.2.4. Heritage

Policy SP18 seeks to protect, conserve, or enhance historic assets and their settings. The site is over 200m from the former prisoner of war camp which is a listed building. Whilst there may be some obscured views between the site and setting of the listed building, the impacts are not expected to be significant given the dense existing woodland and overall the setting of the listed building will be protected. This was agreed by the LPA at the scoping pre-application stage.

Additionally, an archaeological desk based assessment has been prepared to support the submission which concludes that the archaeological potential of the site is moderate to high. Mitigation will be therefore necessary to offset impacts upon any archaeological deposits, however, this can be controlled through the planning process where necessary and should not preclude permission being granted. In fact, being able to control impacts through the planning process is an improvement compared with the current situation whereby agricultural practices such as ploughing are likely to degrade any deposits. **Overall SP18 is considered to be complied with and heritage assets are protected.**

5.2.5. Landscaping, Green Infrastructure and Biodiversity

The application is supported by a Green Infrastructure Statement and detailed landscaping plans in order to demonstrate a net benefit in biodiversity, while also providing an element of screening and noise retention to protect visual and neighborhood amenity as discussed above. In summary, landscaping includes amenity grassland, rain garden planting, a woodland planting mix and wildflower planting. The application is also supported by a Preliminary Ecological Assessment and the necessary targeted surveys. A further ecological summary document has been provided to collate all of the ecological reporting. The recommendations have been incorporated into the overall landscaping plans which includes buffers to existing dark and green corridors and the installation of dormouse boxes, as well as the enhancements discussed above. **The proposal is considered to be in accordance with PPW including TAN5, Policy 9 of the National Plan and Policies SP17, DNP6, DNP7, DNP8 and DNP9 of the RLDP which seek to conserve biodiversity, implement green infrastructure and improve ecosystem resilience.**

Additionally, the overall masterplan benefits from a 4G sports pitch and MUGA for the benefit of both regular users of the site and the wider community. The publicly accessible nature of these features are an additional benefit to the scheme, weighing further in favour of granting planning permission.

5.2.6. Flood Risk

The site is not in an area of high flood risk in terms of rivers or the sea as per the NRW Flood Map for Planning (Wales). Whilst there are some small areas around the site with potential for surface water flooding, A Flood Consequences Assessment (FCA) has been submitted to support the application which finds that any flooding from these sources would be shallow and localised. The potential flood related impacts of the development are considered to be comfortably offset by the proposed Drainage and SuDS strategy which will be an improvement compared to the current situation, particularly given that there is no existing formal sustainable drainage on the site. **The FCA also concludes that the development is acceptable in terms of flood risk in accordance with TAN15. As such, the proposals also comply with Policy SP4 which seeks to mitigate climate change by locating development away from high flood risk areas, as well as other national policy and guidance.**

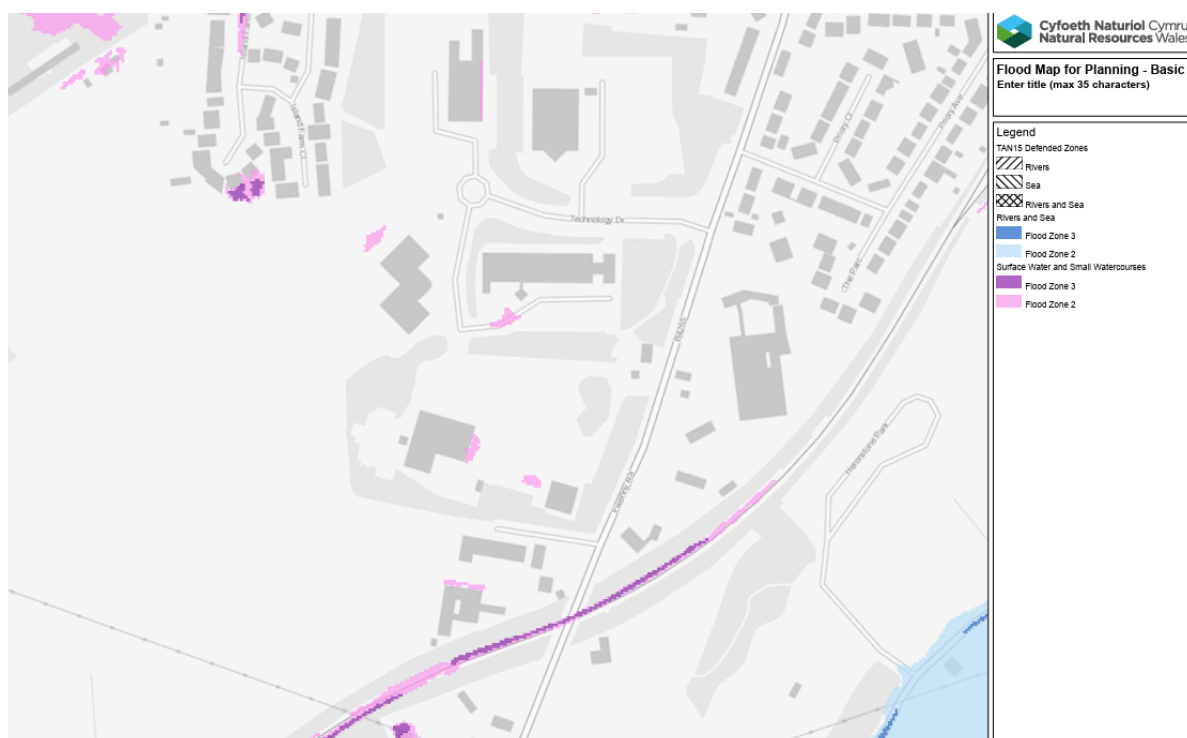


Figure 13: Flood Map for Planning (NRW)

6. Summary and Conclusion

This Statement supports the application for the construction of a new ALN school and associated works including residential accommodation on land south of Bridgen. It has set out the site context and described the proposed development. It goes on to present the planning policy of relevance, before assessing the scheme against the policy requirements.

In summary, the proposed development forms a critical part of an allocated site, comprising a replacement school and associated facilities in a suitably sustainable location. It has been designed with due regard given to local context and constraints, including neighborhood amenity, while meeting the needs of the prospective users. Extensive landscaping and biodiversity enhancements are proposed in addition to a MUGA and 4G pitch which can be used by the wider community. Public benefits of the scheme will therefore be significant.

It is not expected that there will be adverse impacts in terms of flood risk or the setting of heritage assets. The site can be accessed by sustainable means and subject to appropriate mitigation being agreed, it will be acceptable in terms of impacts on the road network.

Overall, the proposal is therefore considered to comply with the aims and objectives of Planning Policy Wales and supporting Technical Advice Notes, Policies 1, 2, 3, 9 and 33 of the National Plan and specific RLDP policies. However, it is considered that any perceived policy conflict could be comfortably outweighed by the significant public benefits of the scheme, i.e. bringing forward a key element of the strategic allocation, the provision of a state of the art ALN school, public benefits from the open space and sports pitches and a net benefit to biodiversity.

Appendix 1: Summary of Relevant RLDP Policies

Policy	Summary
SP1: Regeneration and Sustainable Growth Strategy	Overarching strategic policy which sets out the high-level strategic aim for regeneration and describes the further policies that are designed to deliver this.
SP2: Regeneration Growth Area and Sustainable Growth Area Strategic Allocations	Sets out the sites allocated for regeneration where appropriate mixes of land uses will be permitted. It comprises sites within the Bridgend Sustainable Growth Area including Land South of Bridgend (Island Farm).
SP3: Good Design and Sustainable Placemaking	Strategic design policy that sets a framework for the creation of high-quality places. The policy seeks to ensure development is high-quality, accessible, appropriate to local character, and has acceptable amenity and other impacts.
PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area	Overarching allocation policy for the wider site. Seeks to achieve 788 residential units (20% affordable), 4ha of land for Heronsbridge SEN school, recreation facilities and active travel routes. Masterplan principles include; a well connected urban extension, multi-functioning green infrastructure and giving regard to the surrounding landscape. Wider requirements of the allocation include off-site highway improvements and suitable landscape buffers.
SP4: Mitigating the Impact of Climate Change	Requires all development proposals to make a positive contribution to tackling climate change. Ways of achieving this include sustainable layouts and locations, encompassing zero carbon energy and directing development away from flood risk areas.
SP5: Sustainable Transport and Accessibility	Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car, and enables sustainable access to facilities.
PLA11: Parking Standards	All development must be served by appropriate levels of parking. This should be in accordance with the adopted parking standards. Consideration must be given to the requirements for cycles, cars, motorcycles, and service vehicles.
PLA12: Active Travel	Seeks to maximise walking and cycling access by prioritising

	the provision within the site. Direct, safe and attractive routes that connect the proposed development to existing routes and the Active Travel Network.
SP8: Health and Well-being	Strategic policy which seeks to reduce health inequalities, particularly in major development.
SP9: Social and Community Infrastructure	Seeks the retention of enhancement of community facilities including educational facilities.
SP10: Infrastructure	Seeks to ensure that all development is supported sufficient by infrastructure such as educational facilities and transport infrastructure.
SP17: Conservation and Enhancement of the Natural Environment	Strategic policy to protect the Borough's rich and varied biodiversity. Favours development that will protect and where possible, enhance the natural environment.
DNP6: Biodiversity, Ecological Networks, Habitats and Species	All development proposals must contribute to biodiversity net gain and improved ecosystem resilience. Development proposals must maintain, protect, and enhance biodiversity and ecological networks.
DNP7: Trees, Hedgerows and Development	Development that would adversely affect trees, 'special trees', woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystems, will not normally be permitted.
DNP8: Green Infrastructure	Development proposals will be required to integrate, protect, and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity, and multi-functionality of the green infrastructure network.
DNP9: Natural Resource Protection and Public Health	Requires that development will not cause a new or exacerbate an existing, unacceptable risk of harm to health, biodiversity, and, or local amenity.
SP18: Conservation of the Historic Environment	Seeks to protect, conserve, or enhance historic assets and their settings such as listed buildings, conservation areas, and archaeologically sensitive areas.

Appendix 2: Summary of Relevant SPG Documents

SPG	Summary
SPG 7: Trees and Development	Details how trees on development sites are to be surveyed, assessed, and protected, and when required, how mitigation can be delivered. It also advises on the details required when new or replacement trees are provided.
SPG 17: Parking Standards	The SPG provides parking standards for different types of development, although these standards are now quite historic and have not been reviewed in light of the National Transport Strategy and other national guidance and policy. Zones have been used to identify the parking needs; zone 2 being the town centre, zone 3 being urban, and zone 4 being suburban.
SPG 19: Biodiversity and Development	Outlines how habitats and protected species are to be considered as part of development proposals and provides a four-step approach to achieve this. This includes knowing what biodiversity is located on the site; undertaking appropriate surveys; creating buffer zones and corridors for biodiversity; and taking steps to mitigate unavoidable harm.