

Bridgend Replacement Local Development Plan 2018-2033



Background Paper 19: The 20-Minute Neighbourhood

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1. Overview

- 1.1 The 20-minute neighbourhood is all about 'living locally'—giving people the ability to meet most of their daily needs within a 20-minute walk or cycle ride from home, with safe cycling and local transport options.
- 1.2 In the context of the county of Bridgend, a 20-minute neighbourhood is one that enables access services within a 20-minute period either by walking or cycling, with public transport provision also available as a fallback option to ensure there is a range of sustainable travel options available within each neighbourhood.
- 1.3 The 20-minute neighbourhood is an established principle of urban design and planning that is becoming popular across the world. Developed in different ways in cities like Melbourne, Portland and Paris, people can meet most of their essential needs within a 20-minute walk. This principle enables residents to access retail, leisure, education, primary healthcare and employment close to their place of residence and within the local neighbourhood. It also means having access to greenspace nearby and a local environment that encourages active travel to promote health and wellbeing. It is a place where people want to live, so affordable housing must be part of it.
- 1.4 Neighbourhoods can have a direct impact on physical and mental health. By creating well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport, the Replacement Local Development Plan (RLDP) aims to make neighbourhoods across the Borough more liveable. In Bridgend, whilst many established areas have some built form features for a 20-minute neighbourhood, they are not always walkable and may not offer affordable housing options. Therefore, the 20-minute neighbourhood principle has been considered and embedded into the RLDP from the outset of plan preparation.
- 1.5 The purpose of this report is to assess the practical delivery of the 20-minute neighbourhood principle against the strategic and housing allocations proposed within the RLDP.

2. The National Sustainable Placemaking Agenda

- 2.1 High Quality Sustainable Places are the result of good planning and design which fully embraces placemaking. Adopting a placemaking approach has multiple benefits which not only helps improve quality of life, but also helps to tackle climate change, reduce carbon footprint and improve biodiversity and ecological resilience for the future. The legal obligations on Local Authorities under the Environment and Well-Being of Future Generations Acts must be recognised within the Council's approach.
- 2.2 The National Sustainable Placemaking Outcomes and Objectives of Good Design set out in Planning Policy Wales (PPW) are shown in Figures 1 and 2.

Figure 1: Objectives of Good Design



Source: PPW, 2021, p.26

Figure 2: National Sustainable Placemaking Outcomes



Source: PPW, 2021, p.19

3. Future Wales 2040 (National Development Framework)

3.1 The National Development Framework (NDF) considers the issues significant to Wales's prosperity and well-being, such as the economy, housing, transport, energy, and the environment. It identifies where national developments should take place, where the key growth areas are and what infrastructure and services are needed. The NDF is set in the context of a vision that will help deliver sustainable places across Wales by 2040, by supporting placemaking and ensuring development is directed to the right places, making the best use of resources, creating and sustaining

accessible healthy communities, protecting the environment and supporting prosperity for residents.

- 3.2 The NDF outlines that cities, towns, and villages will be physically and digitally well-connected places, offering good quality of life to their residents. High quality homes meeting the needs of society will be well located in relation to jobs, services, and accessible green and open spaces. Places will meet and suit the needs of a diverse population, with accessible community facilities and services. This approach aligns with the goal of the 20-minute neighbourhood and its principles should therefore be put in to practice within the RLDP to ensure that Bridgend is adopting a co-ordinated approach to placemaking and well-connected places.

4. Staying Local & Creating Neighbourhoods

- 4.1 Throughout the Covid-19 pandemic people have been spending more time at home and within local neighbourhoods, which has further highlighted the importance of the high-quality local environments. The crisis has also placed additional emphasis on the importance of well located, secure and affordable homes for people's health and well-being. The location, quality, size and features of homes influenced how residents managed through the lockdown. The quality, flexibility and adaptability of the local built environment has had a huge impact on how healthcare, education, food, and medical supplies have been provided. During this time, the importance of local services and infrastructure has also become more apparent, with people spending more time in their local neighbourhoods.
- 4.2 The continuation of people working from home and more locally is expected to be a long-term trend. It is important to ensure the RLDP will enable new homes and neighbourhoods to be delivered that are great places to live, with easy access to services and appropriate infrastructure and greenspace.
- 4.3 Enabling people to live in well-located and well-designed energy efficient homes is a key role for planning. Housebuilding is also an important part of the Welsh economy and delivering new affordable and market homes can make a significant contribution to economic recovery and social cohesion. Sustainable plan-led growth is key to ensuring socio-economic recovery post the pandemic, whilst also enabling delivery of better-connected neighbourhoods grounded in placemaking principles.

4.4 The planning system's most important role is in guiding how places grow and evolve. LDPs have a fundamental role in directing new development, especially housing, to the right locations. Forward planning can also establish key factors to the success of a place, such as the mix of uses, types of housing (including affordable housing), proximity to facilities and public transport, density, the street network and access to greenspace and nature. These are key aspects of placemaking, which are reflected throughout PPW, with specific policy and guidance in the strategic placemaking and housing sections.

4.5 National Planning Policy expects proposals for new communities (in rural and urban areas) and housing sites to integrate with existing services and infrastructure and, where extra provision is required as a result of the development, for this to be forthcoming. Creativity and innovation will be required in order for various agencies, infrastructure partners and public sector providers to come together to deliver truly sustainable sites.

4.6 The Placemaking Charter

4.6.1 The Placemaking Wales Charter, launched in September 2020, has been developed by Welsh Government and the Design Commission for Wales in collaboration with the Placemaking Wales Partnership. This consists of stakeholders representing a wide range of interests and organisations working within the built and natural environment. The Charter is intended to reflect a commitment to support the development of high-quality places across Wales for the benefit of communities. Bridgend County Borough Council, as a signatory to the Charter, pledges to:

- Involve the local community in the development of proposals
- Choose sustainable locations for new development
- Prioritise walking, cycling and public transport
- Create inclusive, well defined, safe, and welcoming streets and public spaces
- Promote a sustainable mix of uses to make places vibrant
- Value and respect the positive distinctive qualities and identity of existing places.

4.6.2 This will require a commitment across a wide range of departments and Council functions, all of which have a role to play in ensuring that new development and

supporting infrastructure are informed by placemaking objectives. This commitment from the Council aligns with the principles of the 20-minute neighbourhood and should therefore be incorporated within the RLDP to ensure that Bridgend is adopting a co-ordinated approach to placemaking and well-connected neighbourhoods.

4.7 Health Impact Assessment

4.7.1 The RLDP is required to plan for and detail how local land-use can support the local well-being objectives and priorities of the Bridgend Public Services Board's (PSB) Well-being Plan and meet the requirements of other national and local policies.

4.7.2 A Health Impact Assessment (HIA) is a systematic yet flexible process that assesses the potential positive, detrimental, or unintended consequences for health and well-being of the proposed RLDP as it emerges and how it will impact on the population of Bridgend County Borough. It has considered inequalities and assessed the potential impacts on vulnerable groups within this population. The HIA provides a set of evidence-based recommendations and suggestions to be considered within the RLDP development process.

4.7.3 Overall, the key health and well-being impacts and priorities identified by stakeholders are reflected and addressed in the RLDP. The Sustainability Appraisal for the RLDP also identifies no gaps or incompatibilities. A number of follow up actions have been identified, all of which are focused on strengthening the opportunities that the RLDP presents for health and well-being.

4.7.4 The outcomes of the HIA demonstrate the RLDP's alignment with the principles of the 20-minute neighbourhood in ensuring that opportunities to maximise health and well-being benefits within potential development are incorporated within the process.

4.8 Green Infrastructure Assessment

4.8.1 Green Infrastructure (GI) is defined as a multifunctional network of natural and semi-natural features, green spaces, green corridors, rivers, and lakes that intersperse and connect places. At its heart, the aim of green infrastructure is to sustainably manage the many, often conflicting, pressures for housing, industry, transport and travel, energy, agriculture, nature conservation, recreation, and aesthetics. A green

infrastructure approach to land-use planning, design and management enables us to demand and deliver more from the land in a sustainable way.

4.8.2 The purpose of undertaking a GI assessment in this instance is to guide and shape the planning and delivery of green infrastructure in Bridgend. It forms the baseline for a holistic, positive and proactive approach to the management and enhancement of Bridgend's natural assets, in particular when associated with the level of growth identified in the RLDP.

4.8.3 The Green Infrastructure Assessment provides the Council with an opportunity to incorporate the principles of the 20-minute neighbourhood in to the RLDP process. By applying a green infrastructure approach to identify and enhance the natural assets present within the Borough, the Council can ensure that proposed development is centred around proximity to green infrastructure and that natural green spaces can be easily accessed within 20-minutes via sustainable modes of travel.

4.9 Covid-19 Policy Review

4.9.1 In order to provide an update and review on the preparation of the RLDP in light of the COVID-19 pandemic, a Covid-19 Policy Review report has been undertaken to evaluate the foundations of the RLDP's strategic direction. The aim of the report is to determine whether the Vision, Strategic Objectives, Strategic Policies and supporting technical studies remain appropriate given the emerging impacts of the pandemic. It also considers whether any updates and/or modifications are necessary to ensure the RLDP remains sufficiently flexible to accommodate any potential eventualities.

4.9.2 Crucially to the RLDP's ability to implement the 20-minute neighbourhood principles, the report concludes that the overall direction of the RLDP still holds true, subject to minor flexibility amendments to ensure the RLDP Policies can respond to changing circumstances over the RLDP period. This is demonstrated in areas such as active travel, in which the pandemic has demonstrated an even greater reliance to access local services and to enable recalibration of households' work/life balance. The report notes that the RLDP policies already reflect the importance of active travel, sustainable transport and accessibility, which will prove key in overcoming issues presented by COVID-19.

4.9.3 The pandemic has also further served to emphasise the importance of having locally accessible open/green spaces for health, well-being and recreation. This will continue to remain a key element of sustainable placemaking. A refreshed and holistic Green Infrastructure Assessment has been completed to contribute to development of the RLDP's evidence base in this respect.

5. Active Travel: Exercise and Rediscovered Transport Methods

5.1 The Covid-19 pandemic has brought about unprecedented changes that affect all aspects of life including travel throughout the borough. Transport, across all modes, has been affected due to the restrictions imposed. Large reductions in motorised traffic have been seen on all parts of the road network, reduced patronage of buses and trains, high levels of home working and higher rates of walking and cycling, both for essential journeys and for daily exercise. For the benefit of the environment, health, and well-being, it is important to build on the current positive transport modal shift.

5.2 The RLDP needs to secure, for the long-term, the continued shift from the private car to sustainable and active travel modes for everyday journeys both to and from and within places, without causing unintended inequalities. The increased walking and cycling infrastructure that has been temporarily created to accommodate a major shift to active travel during this time could be made permanent in order to continue to support healthy lifestyles and connect communities.

5.3 The RLDP will support developments which are sited in the right locations, where they can be easily accessed by active and sustainable travel modes without the need for a car. It will maximise opportunities for residents to make sustainable and healthy travel choices for their daily journeys and leisure. The planning system must also ensure the chosen locations and resulting design of new developments support sustainable travel modes and maximise accessibility by walking and cycling.

6. What Should a 20-Minute Neighbourhood Look Like?

6.1 The core of a 20-minute neighbourhood is its pedestrian and bicycle accessibility. This equates to 800 metres (approximately half a mile) in distance or 20-minutes in

time (based on average walking times of healthy adult and taking into account waiting at junctions and meandering routes), as illustrated by Figure 3.

Figure 3: Services and Facilities Within a 20-Minute Neighbourhood



6.2 Liveable communities should provide the following features as part of sustainable urban extensions:

- Well-connected to public transport, jobs, and services in the region;
- Local employment opportunities;
- Local shopping centres;
- Local health facilities;
- Local schools
- Local public parks and green spaces
- Sport and recreation facilities

They must:

- be safe, accessible, and well-connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open spaces

- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- support thriving economies
- Rebalance nature of out-of-town shopping areas

Figure 4: Features of a 20-Minute Neighbourhood



6.3 The Role and Function of Neighbourhood Activity Centres

6.3.1 Traditionally, the focal point for neighbourhoods were its high streets and local centres. While the structure of local shopping centres has changed over time, these places are an integral part of community life and fundamental to creating an area of 20-minute neighbourhoods.

- 6.3.2 Neighbourhood activity centres provide retail services and goods (newsagent, bakery, and supermarket), local entertainment facilities (cafes and restaurants) and local health services and facilities to meet daily needs. While individually these places may only serve a local community's needs, the network of these places across the County Borough plays a significant role in creating a sustainable, equitable, and accessible Bridgend.
- 6.3.3 To ensure that the RLDP underpins the principles of neighbourhood activity centres, the Council undertook a revised Settlement Assessment to analyse the components of existing settlements, their functional relationships with each other plus their current and potential future roles. The Settlement Assessment can be used to identify the most appropriate locations to accommodate future development in order to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement and support local services and facilities. This process is fundamental to achieving the RLDP's Vision of transforming Bridgend County Borough into an inclusive network of communities comprising strong, interdependent, connected, and cohesive settlements, in-keeping with the principles of neighbourhood activity centres and the 20 Minute Neighbourhood.
- 6.3.4 The findings from the Settlement Assessment evidenced a clear hierarchy that can be used to identify which settlements are most sustainable and have capacity to deliver additional growth. This evidence contributes to the Spatial Strategy formulation, based on the role and function of places and utilising principles of sustainable development.
- 6.3.5 The Spatial Strategy is an integral component of the RLDP and has ensured that the Council has been in accordance with the key principles of sustainability and placemaking throughout the process. The Spatial Strategy builds on the extant evidence underpinning the current adopted LDP to formulate four possible and realistic spatial strategy options moving forward which help to achieve the goals of the RLDP. These options have been successively evaluated based on a number of factors, including:

- The aspirations of the RLDP
- Availability and suitability of brownfield land in preference to greenfield
- Land and land of high agricultural, ecological or landscape value
- The need to minimise the need to travel, especially by private vehicles
- Capacity of existing and potential infrastructure
- Scale and location of market and affordable housing required
- Scale and location of employment opportunities
- Environmental implications, e.g., energy consumption, greenhouse gas emissions, flood risk, biodiversity, green infrastructure, mineral resources, and ground conditions, including mine gas
- Social and cultural factors, including consideration of the Welsh language
- Accessibility to jobs, shops, and services
- Viability (in terms of how different market areas can affect the viability of delivering private and affordable housing as well as associated infrastructure to support the level of development proposed)
- Deliverability of key sites and overall strategy
- National strategies and priorities, such as decarbonisation and health.

6.3.6 In this regard, the Spatial Strategy options are based on factors which share the principles of the 20-minute neighbourhood, representing an aligned approach. The RLDP's cohesive Spatial Strategy seeks to deliver PPW's 'Town Centre First' principle by maximising placemaking principles, active travel provision, and transit orientated development, whilst ensuring that the 20-minute neighbourhood principles are implemented effectively across the County Borough.

7. Benefits of 20-minute Neighbourhoods

7.1 Tables 1-4 outline the benefits associated with a successful 20-minute neighbourhood. These encompass health, social, economic, and environmental benefits, and evidence the positive impact of access to local amenities and services.

Table 1. Economic Benefits of 20-minute Neighbourhoods

Economic benefits of 20-minute neighbourhoods	
Local businesses	Investment in better streets and public spaces for pedestrians can boost footfall and trading by up to 40% ¹ and can help to reduce retail vacancy in high streets and town centres.
Productivity	Walkable environments with highly connected street networks are more likely to make a positive contribution to labour productivity. ²
New jobs	Keeping investment local through community wealth-building can develop the skills of local people, encourage employers to expand within or move to the area and create stable, well-paying jobs. ³
Land value	Investment in better place-making can boost land values. ⁴ Walkable environments sustain and increase their value because they are popular places in which to live and do business. This can be beneficial in that it could bring investment and jobs, but it also underlines how important it is to ensure that truly affordable housing is provided and protected in the neighbourhood. ⁵
Road congestion	Many journeys under five miles long are often made by car when instead they could have been made by walking or cycling. ⁶ Making active travel safer and more inviting can help to minimise traffic and unproductive congestion.

¹ [Street Appeal: The Value of Street Improvements](#). University College London, for Transport for London, 2018.

² M Rohani and G Lawrence: [The Relationship between Pedestrian Connectivity and Economic Productivity in Auckland's City Centre](#). Auckland Council, 2017.

³ [How We Built Community Wealth in Preston: Achievements and Lessons](#). Centre for Local Economic Strategies (CLES), Jul. 2019.

⁴ [The Pedestrian Pound: The Business Case for Better Streets and Places](#). Living Streets, 2018.

⁵ [Walkability and Mixed-Use: Making Valuable and Healthy Communities](#). The Prince's Foundation, Dec. 2020.

⁶ [Development: The Value of Placemaking](#). Savills, 2016.

Table 2. Environmental Benefits of 20-minute Neighbourhoods

Environmental Benefits of 20-minute Neighbourhoods	
Air Quality	Poor air quality is the largest environmental risk to public health, and results in up to 36,000 deaths per year in the UK, with vehicle emissions the largest source of air pollution. ⁷ Evidence is also emerging which shows that air pollution increases the number and severity of airborne viruses. ⁸ Promoting a shift from private cars to active travel can help to reduce air pollution. ⁹ Urban greening, such as the introduction of street trees, can also help to improve air quality. ¹⁰
Climate Resilience and Mitigation	Road transport is a major source of both greenhouse gases and air pollutants, with around a fifth (21%) of UK greenhouse gas emissions coming from road transport in 2017. Walkable environments assist in climate change mitigation by reducing the reliance on fossil fuels for transportation, as well as by supporting climate resilience through mitigation of the urban heat island effect.
Energy Efficiency	Creating walkable environments provides opportunities to develop community district heating systems and zero-carbon homes, reducing the demand for non-sustainable sources of energy. ¹¹
Biodiversity	Planning for walkable environments offers opportunities to improve biodiversity, particularly when considering street connectivity and the movement of flora and fauna across landscapes. ¹²

⁷ [Health Matters: Air Pollution](#). Guidance. Public Health England, Nov. 2018.

⁸ D Carrington: '[Tiny air pollution rise linked to 11% more Covid-19 deaths – study](#)'. The Guardian, 4 Nov. 2020.

⁹ [First Steps in Urban Air Quality](#). Trees and Design Action Group (TDAG), Jan. 2019.

¹⁰ [Road Transport and Air Emissions](#). Office for National Statistics, Sept. 2019.

¹¹ N Robertson and C Hachem-Vermette: '[Walkability as an indicator of neighbourhood resilience \(breakout presentation\)](#)'. Journal of Transport & Health, 2017, Vol 7, Dec. (Supplement), S85.

¹² *ibid.*

Table 3. Economic Benefits of 20-minute Neighbourhoods

Social Benefits of 20-minute Neighbourhoods	
Sense of community	Living in a walkable environment can support a sense of community and improve social interaction, as residents are more likely to know their neighbours and trust others, participate politically, and be involved in the community.
Safety	Increased pedestrian activity in public space can improve perceptions of safety through passive surveillance that naturally aids the prevention of crime, with more ‘eyes on the street’. Investment in safe streets can also reduce the number of traffic-related pedestrian injuries and deaths. ¹³
Inclusiveness	Creating a well-designed, more walkable environment provides opportunities to support inclusive design. ¹⁴ Older people are more likely to engage in walking than in other forms of exercise, which can help to prevent ageing conditions such as arthritis, and child-friendly streets allow for informal play and increased independence, which is important for child development.

¹³ M Brierley and P Cockett: ‘[Urban biodiversity as strategy for walkability \(breakout presentation\)](#)’. Journal of Transport & Health, 2017, Vol 7, Dec. (Supplement), S28-S29.

¹⁴ [National Design Guide](#). Ministry of Housing, Communities and Local Government, Jan. 2021.

Table 4. Health Benefits of 20-minute Neighbourhoods

Health Benefits of 20-minute Neighbourhoods	
Physical and Mental Health	The physical and mental health benefits of regular physical activity are well established. Time spent walking in green spaces contributes directly to mental health and recovery. ¹⁵ Those who walk and cycle to work are at a reduced risk of early death or illness compared with those who commute by car. ¹⁶
Healthcare Costs	Physical inactivity is responsible for one in six deaths in the UK and is estimated to cost the NHS up to £1 billion per annum. ¹⁷ Encouraging people to become more active can improve physical and mental health, helping to relieve pressure on the NHS. ¹⁸ Regular use of parks and green spaces saves the NHS £111 million each year, simply through a reduction in GP appointments. ¹⁹
Accessible Healthcare	The Council has been liaising with the NHS throughout the RLDP preparation to enable alignment between primary healthcare services and growth areas with the aim of reducing the need to travel to healthcare facilities.
Healthy Diet	Poor diet is associated with heart disease, stroke, cancers and type 2 diabetes, and people on lower incomes are more likely to suffer from these diet-related illnesses. ²⁰ Improving the local food environment in a walkable neighbourhood, through local food-growing, can enable people to access healthier options. ²¹

¹⁵ KM Leyden: '[Social capital and the built environment: the importance of walkable neighbourhoods](#)'. American Journal of Public Health, 2003, Vol. 93 (9), 1546-51.

¹⁶ [Green Walking in Mental Health Recovery: A Guide](#). Centre for Sustainable Healthcare, May 2020.

¹⁷ [Health Matters: Physical Activity – Prevention and Management of Long-Term Conditions](#). Guidance. Public Health England, Jan. 2020.

¹⁸ M Wood and S Finlayson: [Health on the High Street](#). NHS Confederation, Dec. 2020.

¹⁹ [Cities Alive: Towards a Walking World](#). Arup, Jun. 2016.

²⁰ R Patterson, J Panter, EP Vamos, et al.: '[Associations between commute mode and cardiovascular disease, cancer, and all-cause mortality, and cancer incidence, using linked Census data over 25 years in England and Wales: a cohort study](#)'. The Lancet Planetary Health, 2020, Vol. 4 (5), e186-e194.

²¹ [Putting Health into Place: Principles 4-8: Design, Deliver and Manage](#). TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019.

8. Candidate Site Assessment and Sustainability Appraisal - Alignment with 20-Minute Neighbourhood Principles

- 8.1 As part of the RLDP process, a Candidate Site Assessment (CSA) has been undertaken to assess the feasibility of potential sites put forward for allocation to align with the Council's preferred growth and spatial strategy. The RLDP has also been subject to a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment (SEA), which has assessed the likely sustainability and significant environmental effects of all substantive components of the RLDP (strategy, policies, site allocations, etc.) and any identified reasonable alternatives.
- 8.2 Welsh Government considers Candidate Sites and the SA process to be 'the building blocks of plan making'. Identification of suitable sites for future housing, employment, retailing, transportation, and other main land uses (such as recreation and community facilities) is a key foundation for the RLDP process and must follow a sustainable thread throughout.
- 8.3 Stage 1 of the Candidate Site Assessment process incorporated sustainability criteria into the site assessment process, based on the 14 objectives developed for the SA. The SA (incorporating the SEA) provides an evaluation / validation of the site selection process in respect of the overall contribution (or otherwise) to sustainable development. Following a base level assessment of all Candidate Sites, the SA excluded some sites for consideration based on significant environmental or deliverability criteria e.g., flood risk or common land. Stage 1 specifically addressed sites identified with major constraints that have been excluded from further consideration. This provided an opportunity for site promoters to provide further information to demonstrate that identified constraints could be satisfactorily overcome before any decision was made at Deposit Stage as to which Candidate Sites should be allocated.
- 8.4 Stage 2 of the CSA involved scrutinising the sites that progressed from Stage 1 in greater detail. During Stage 2, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints, and opportunities. In addition, there was an assessment of the policy context, together with the local geographical context, including known infrastructure issues. Following

completion of Stage 2, the Council obtained the views of a limited number of specific consultation bodies in respect of those sites considered suitable for future development and possible allocation in the RLDP. As a result of this assessment, a range of sites were identified for inclusion within the RLDP (Stage 4), acknowledging the conclusions drawn from Stage 2 and comments received from Stage 3.

8.5 This paper further evaluates the sites proposed for allocation in the context of the 20-minute neighbourhood principle, aiming to create healthier, more liveable communities over the RLDP period. The forthcoming analysis demonstrates how far each site will enable delivery of walkable neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport.

9. Strategic Sites – Distances to Key Services & Amenities

9.1 As outlined previously, in the context of county borough of Bridgend, a 20-minute neighbourhood is defined as the ability to access services and facilities within a 20-minute period either by walking or cycling, with public transport provision also available as a fallback option to ensure there is a range of sustainable travel options available within each neighbourhood.

9.2 The sites proposed for allocation have been identified to ensure they are within close proximity of local services, facilities and active travel opportunities. All sites can therefore be accessed via sustainable means of travel, either by walking or cycling, within a 20-minute period. This is evidenced in the below maps, which illustrate the associated services, facilities and sustainable travel options within close proximity to each site.

9.3 SP2(1): Porthcawl Waterfront



Table 5. Distances to services/facilities via Active Travel

Service/Facility	Distance from site via walking	Distance from site via cycling
Porthcawl Town Centre	9-minutes	3-minutes
John Street Bus Stop	10-minutes	5-minutes
Ysgol Gyfun Porthcawl Comprehensive School (The site also would deliver a 1 form entry Welsh Medium Primary School & 4 classroom block extension at the existing English Medium Primary School.)	16-minutes	5-minutes
Porthcawl Medical Centre	20-minutes	6-minutes
Local Convenience Store (Co-op)	9-minutes	3-minutes
Proposed Large Convenience Store (As part of the wider masterplans for the site, a new Aldi supermarket is proposed to provide residents with greater choice and flexibility.)	<1-minute	<1-minute
Amenity Green Space	<1-minute	<1-minute
Proposed Metro Stop	<1-minute	<1-minute

9.4 SP2(2): Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area



Table 6. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Bridgend Town Centre	20-minutes	9-minutes
Bridgend Train Station	29-minutes	7-minutes
Priory Avenue Bus Stop	9-minutes	3-minutes
Brynteg Comprehensive School	7-minutes	2-minutes
Lower Brynteg Comprehensive School	16-minutes	5-minutes
Bridgend Group Practice Medical Centre (formerly Ashfield Surgery)	17-minutes	5-minutes
Local Convenience Store (Premier)	10-minutes	3-minutes
Large Convenience Store (Tesco Superstore)	20-minutes	5-minutes
Amenity Green Space	<1-minute	<1-minute
Employment Centre – Bridgend Industrial Estate	36-minutes	11-minutes

9.5 SP2(3): Land West of Bridgend, Bridgend Sustainable Growth Area

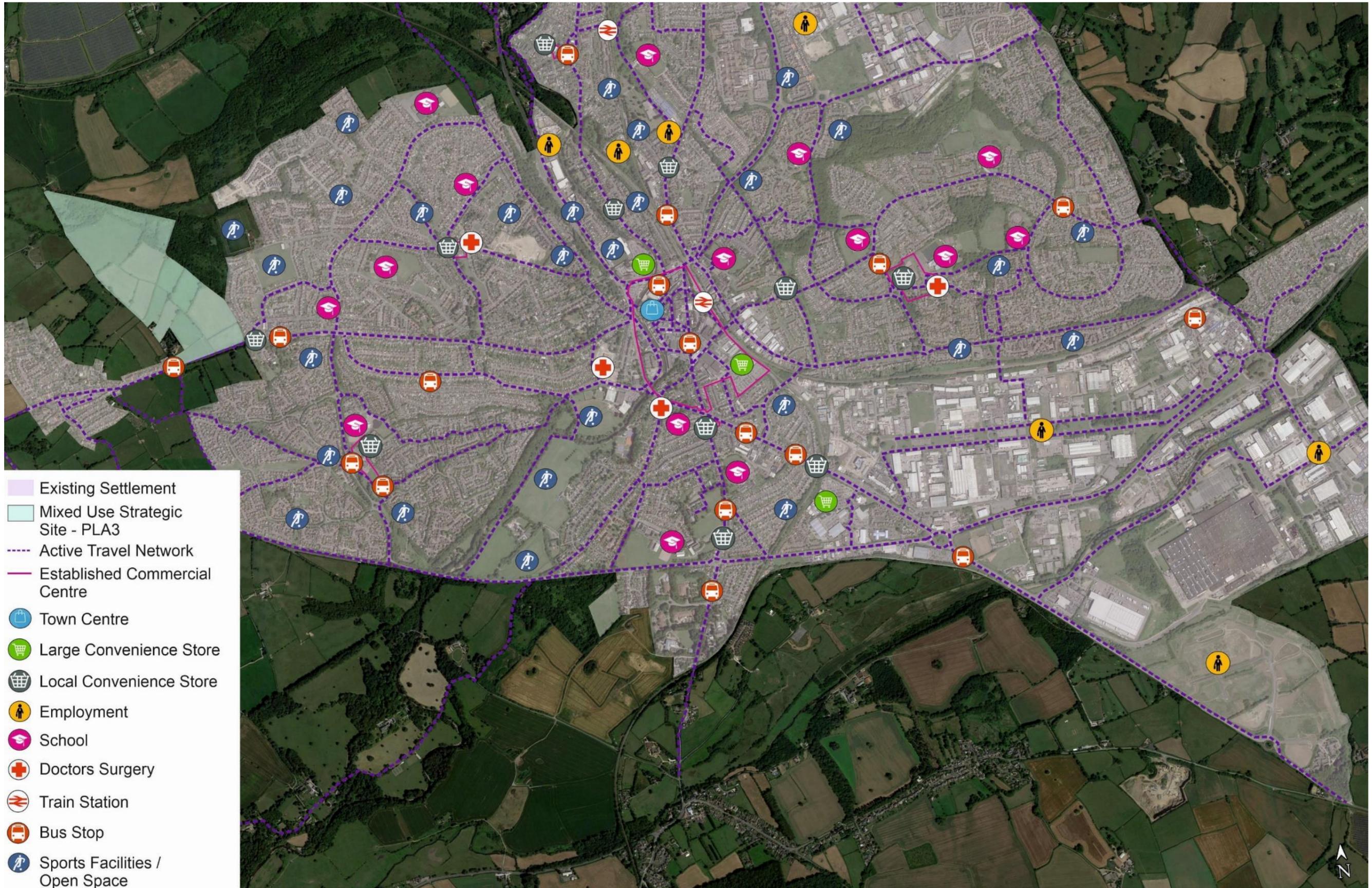


Table 7. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Bridgend Town Centre	29-minutes	11-minutes
Bridgend Train Station	31-minutes	11-minutes
High Street Bus Stop	2-minutes	<1-minute
Bryntirion Comprehensive School	21-minutes	6-minutes
Lower Brynteg Comprehensive School	40-minutes	12-minutes
Bridgend Group Practice Medical Centre (formerly Newcastle Surgery)	19-minutes	5-minutes
Local Convenience Store (One-Stop)	2-minutes	<1-minute
Large Convenience Store (Tesco Superstore)	33-minutes	11-minutes
Amenity Green Space	7-minutes	3-minutes
Employment Centre – Trews Field Industrial Estate	35-minutes	12-minutes

9.6 SP2(4): Land East of Pencoed, Pencoed Sustainable Growth Area

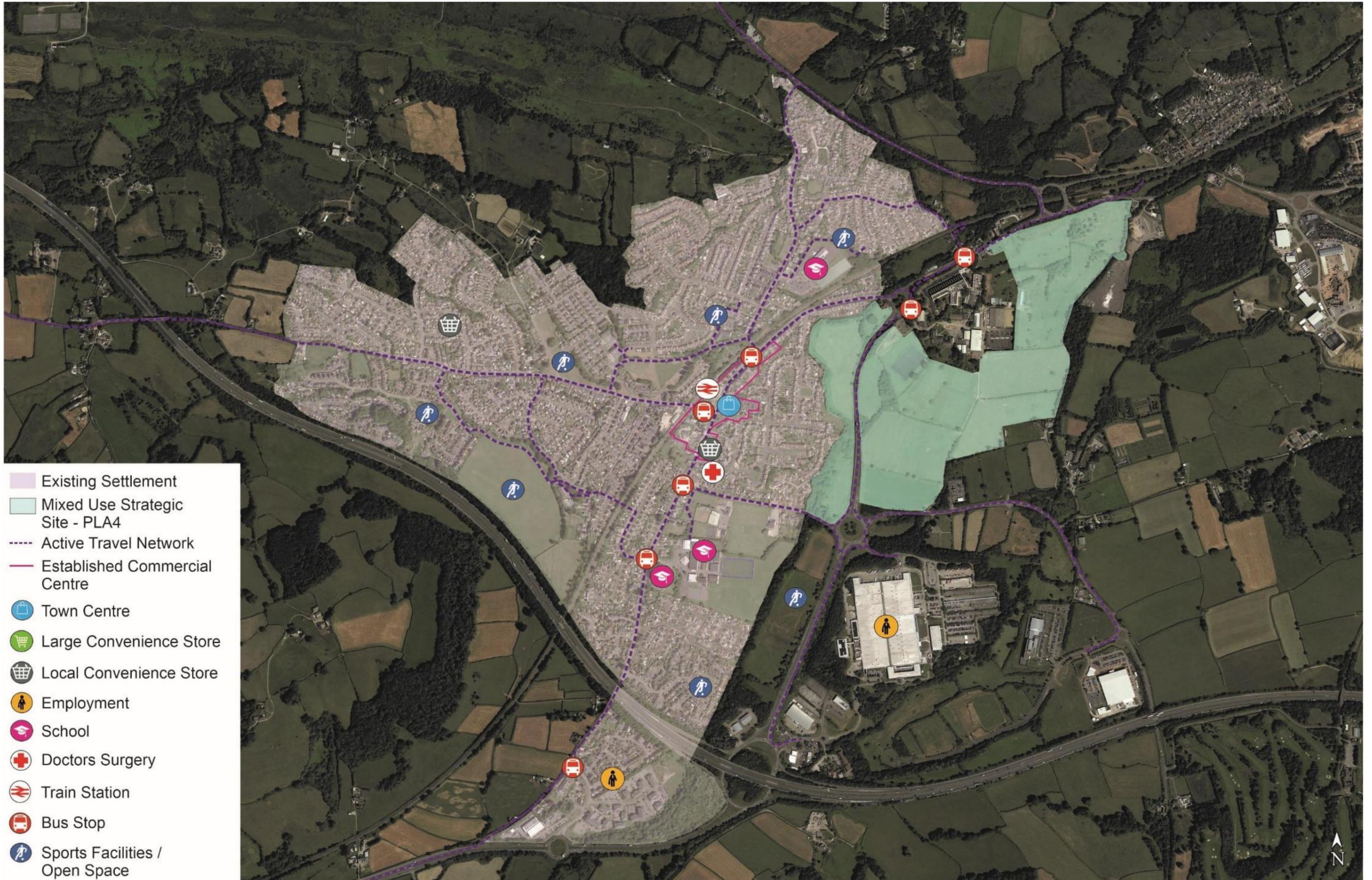


Table 8. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Pencoed Town Centre	13-minutes	4-minutes
Pencoed Train Station	9-minutes	2-minutes
Ty Merchant Bus Stop	3-minutes	<1-minute
Pencoed Comprehensive School (The site would also deliver its own primary school to ensure sustainable travel is enabled and to remove strain from existing facilities.)	18-minutes	4-minutes
Pencoed Medical Centre	13-minutes	3-minutes
Local Convenience Store (Tesco Express)	12-minutes	3-minutes
Large Convenience Store (Co-op)	10-minutes	3-minutes
Amenity Green Space	12-minutes	3-minutes
Employment Centre – Pencoed Technology Park	15-minutes	4-minutes

9.7 SP2(5): Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

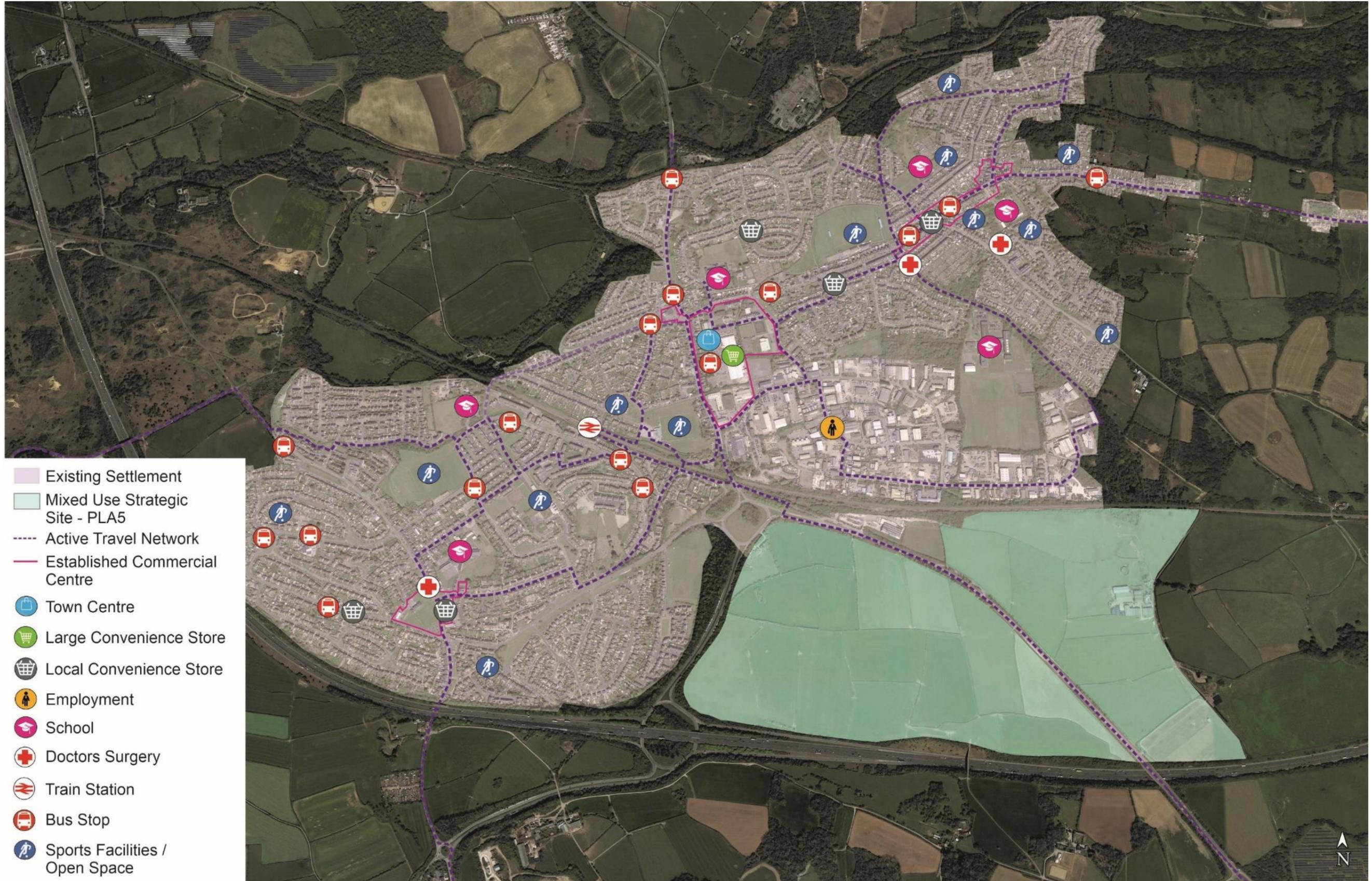


Table 9. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Pyle Town Centre	11-minutes	4-minutes
Pyle Train Station	9-minutes	2-minutes
Ael-y-Bryn Bus Stop	9-minutes	2-minutes
Cynffig Comprehensive School (The site would also deliver its own primary school to ensure sustainable travel is enabled and to remove strain from existing facilities.)	24-minutes	9-minutes
North Cornelly Doctor's Surgery	20-minutes	6-minutes
Local Convenience Store (Filco Supermarket)	16-minutes	4-minutes
Large Convenience Store (Asda)	15-minutes	6-minutes
Amenity Green Space	10-minutes	5-minutes
Employment Centre – Village Farm Industrial Estate	6-minutes	3-minutes

10. Non-Strategic and Regeneration Sites - Distances to Key Services & Amenities

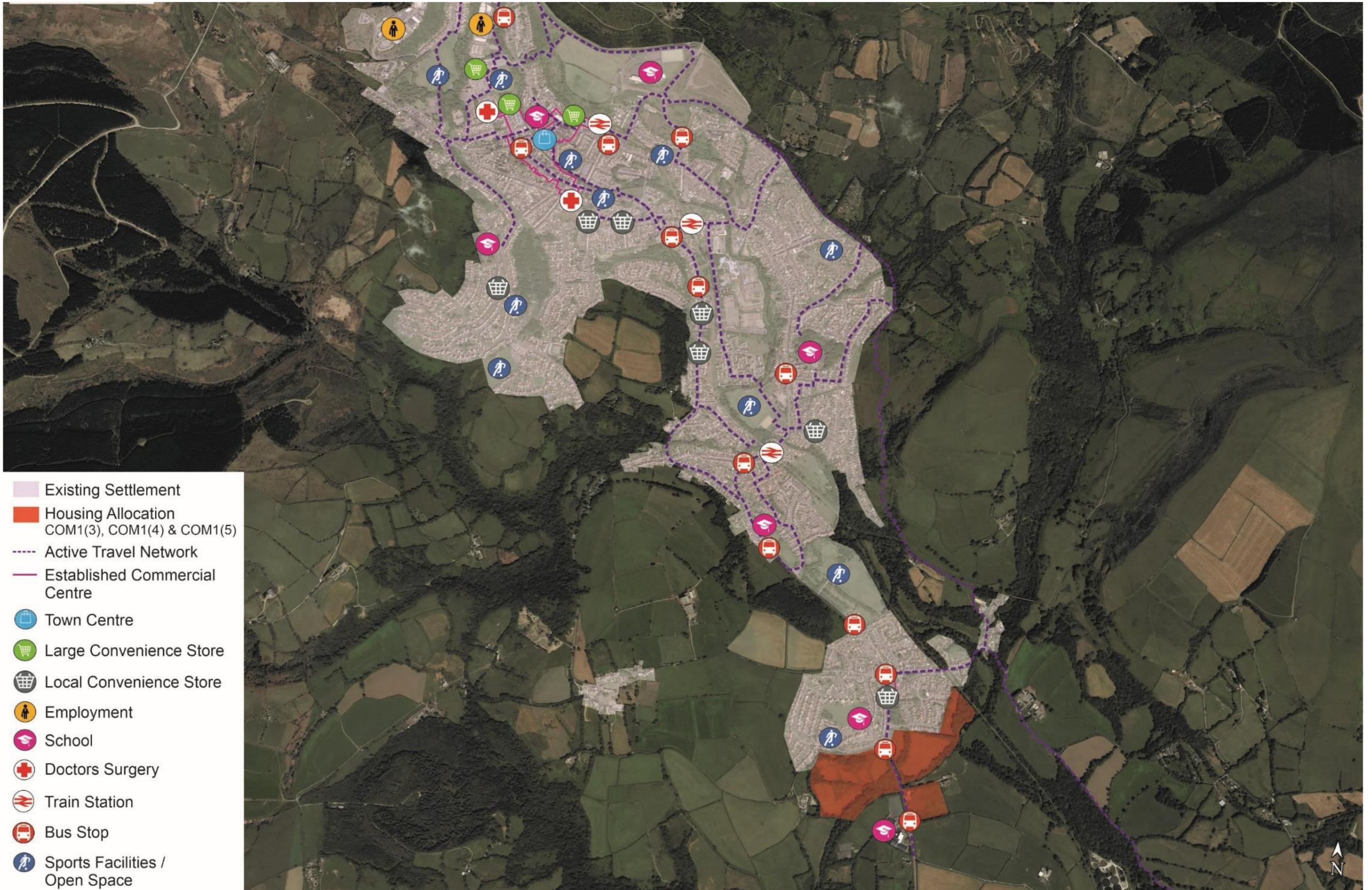
10.1 COM1 (1): Craig y Parcau



Table 10. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Bridgend Town Centre	28-minutes	8-minutes
Bridgend Train Station	29-minutes	7-minutes
Gentle Way Bus Stop	8-minutes	3-minutes
Brynteg Comprehensive School	20-minutes	6-minutes
Bridgend Group Practice Doctor's Surgery	24-minutes	7-minutes
Local Convenience Store (Tesco Express)	9-minutes	3-minutes
Large Convenience Store (Tesco Superstore)	22-minutes	8-minutes
Amenity Green Space	6-minutes	2-minutes
Employment Centre – Bridgend Industrial Estate	38-minutes	11-minutes

10.2 COM1(2-4): Land Southeast / South / Southwest of Pont Rhyd-y-cyff



- Existing Settlement
- Housing Allocation
COM1(3), COM1(4) & COM1(5)
- Active Travel Network
- Established Commercial Centre
- 🛍️ Town Centre
- 🛒 Large Convenience Store
- 🛒 Local Convenience Store
- 👤 Employment
- 🎓 School
- + Doctors Surgery
- 🚆 Train Station
- 🚌 Bus Stop
- 🚶 Sports Facilities /
Open Space

Table 11. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Maesteg Town Centre	44-minutes	11-minutes
Garth Train Station	20-minutes	6-minutes
Llangynwyd Square Bus Stop	<1-minute	<1-minute
Ysgol Gyfun Gymraeg Llangynwyd School (The site is also located within close proximity to Llangynwyd Primary School, an English Medium school which is a 3-minute walk or 2-minute cycle from the site.)	5-minutes	2-minutes
Llynfi Doctor's Surgery	48-minutes	12-minutes
Local Convenience Store (Premier)	3-minutes	1-minute
Large Convenience Store (Asda)	44-minutes	12-minutes
Amenity Green Space	<1-minute	<1-minute
Employment Centre – Ge Buildings Forge Industrial Estate	57-minutes	15-minutes

10.3 COM1 (R1): Coignant Reclamation Site



Table 12. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Maesteg Town Centre	27-minutes	10-minutes
Maesteg Train Station	30-minutes	8-minutes
Hearts of Oak Bus Stop	3-minutes	<1-minute
Ysgol Gyfun Gymraeg Llangynwyd School	30-minutes	8-minutes
Woodlands Doctor's Surgery	13-minutes	4-minutes
Local Convenience Store (Filco Supermarket)	9-minutes	2-minutes
Large Convenience Store (Tesco Superstore)	24-minutes	9-minutes
Amenity Green Space	2-minutes	<1-minute
Employment Centre – Knott Avonride	5-minutes	2-minutes

10.4 COM1 (R2): Former Cooper Standard Site, Ewenny Road

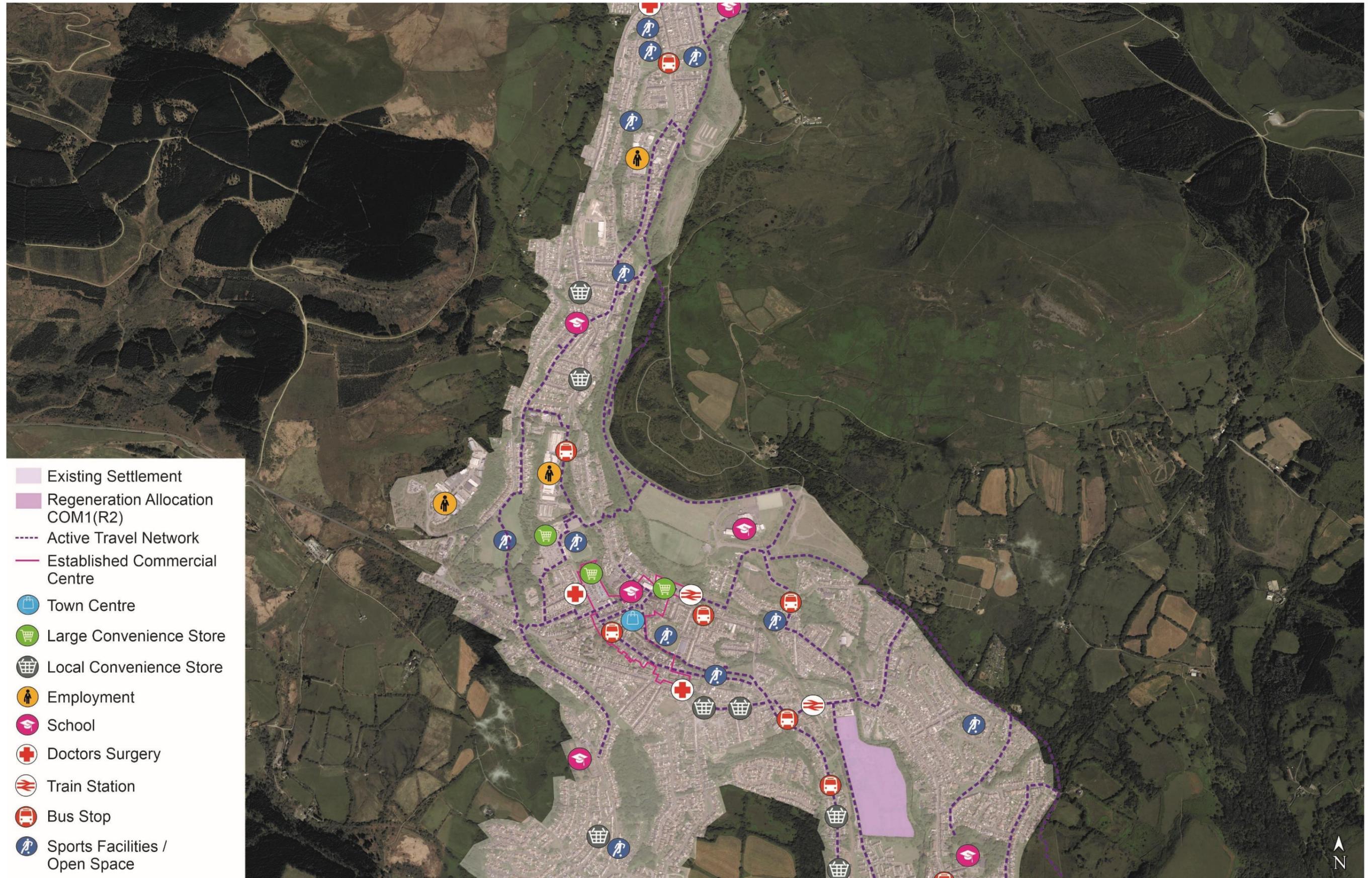


Table 13. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Maesteg Town Centre	15-minutes	6-minutes
Maesteg Train Station	14-minutes	5-minutes
Llwydarth Road Bus Stop	3-minutes	<1-minute
Ysgol Gyfun Gymraeg Llangynwyd School	19-minutes	8-minutes
Llynfi Doctor's Surgery	18-minutes	7-minutes
Local Convenience Store (Katko Supermarket)	6-minutes	2-minutes
Large Convenience Store (Tesco Superstore)	8-minutes	21-minutes
Amenity Green Space	11-minutes	4-minutes
Employment Centre – Forge Industrial Estate	26-minutes	8-minutes

10.5 COM1 (R3): Maesteg Washery Site

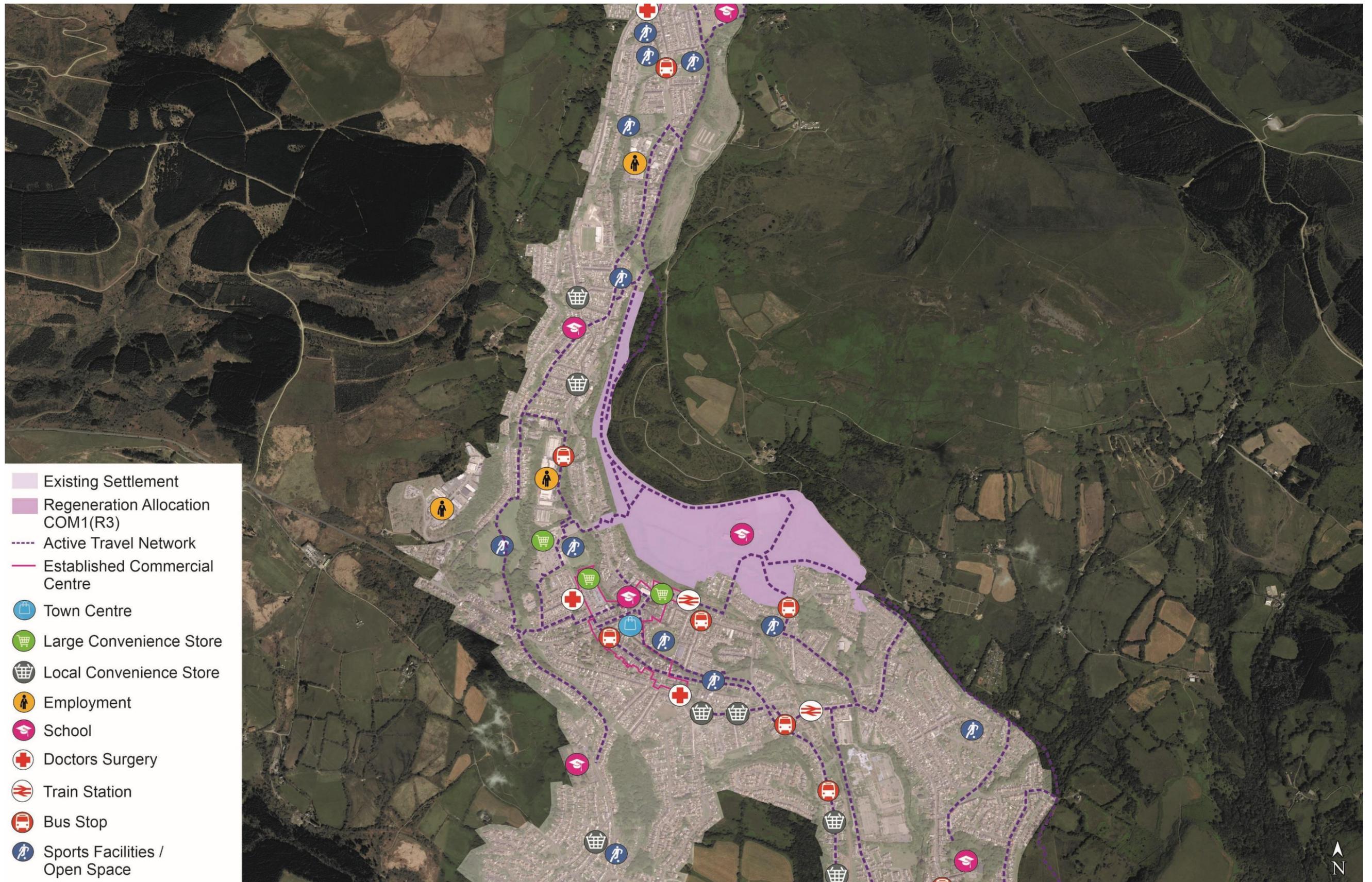


Table 14. Distances to services/facilities via Active Travel

Service/Amenity	Distance from site via walking	Distance from site via cycling
Maesteg Town Centre	7-minutes	2-minutes
Maesteg Train Station	7-minutes	2-minutes
Castle Street Bus Stop	3-minutes	<1-minute
Ysgol Gyfun Gymraeg Llangynwyd School	10-minutes	4-minutes
Llynfi Doctor's Surgery	6-minutes	2-minutes
Local Convenience Store (Nisa Local)	10-minutes	6-minutes
Large Convenience Store (ASDA Superstore)	2-minutes	<1-minute
Amenity Green Space	2-minutes	<1-minute
Employment Centre – Forge Industrial Estate	10-minutes	5-minutes

11. Conclusions

- 11.1 As the strategic mapping above demonstrates, the sites proposed for allocation are all within an accessible distance of key local amenities and services by means of sustainable travel. Additionally, all sites are located within close proximity to the respective town centre and wider services and can be accessed by walking, cycling or use of public transport. The sites are shown to integrate with existing services and infrastructure, whilst also being conveniently located to enable a well-connected mix of access to public transport and sustainable travel options.
- 11.2 This report demonstrates that the strategic, non-strategic and regeneration site allocations within the RLDP are well-placed to positively impact and create cohesive local communities over the plan period. The sites actively promote the planning principles implemented at national level and are in alignment with the goals of the National Sustainable Placemaking Agenda set out by Welsh Government in PPW, as well as the NDF and the promotion of active travel within the borough.