

PARC GWENLLIAN, LLANGYNWYD

STRATEGIC ALLOCATION PROSPECTUS

JUNE 2020

CONTENTS

1.0 EXECUTIVE SUMMARY

2.0 INTRODUCTION

- 2.1 PURPOSE OF THE DOCUMENT
- 2.2 CONTENT OF THESE SUBMISSIONS
- 2.3 A BROAD DESCRIPTION OF THE SITE, ITS SETTING & PROPOSALS
- 2.4 CONSULTANT TEAM

3.0 BACKGROUND OF WORK COMPLETED TO-DATE

- 3.1 CANDIDATE SITE SUBMISSION – NOVEMBER 2018
- 3.2 PREFERRED STRATEGY CONSULTATION – OCTOBER 2019
- 3.3 ON-GOING DIALOGUE

4.0 STRUCTURE OF THE DOCUMENT

5.0 MASTERPLAN AND LAND-USE FRAMEWORK

- 5.1 BROAD VISION FOR THE SITE
- 5.2 CONSTRAINTS PLAN (INCLUDING SHOWING THE UTILITIES AND CONTAMINATION CONSTRAINTS)
- 5.3 LAND-USE PLAN TO SHOW MIX OF USES
- 5.4 CHARACTER AREAS
- 5.5 LINKS TO PUBLIC TRANSPORT, ACTIVE TRAVEL ROUTES I.E. FACILITATING TRANSIT ORIENTATED DEVELOPMENT
- 5.6 MOVEMENT AND STREET HIERARCHY
- 5.7 CAR PARKING PLAN WITH A COMMITMENT TO PREPARE A COMPREHENSIVE PARKING STRATEGY
- 5.8 URBAN DESIGN PLAN COVERING KEY REQUIREMENTS (I.E. ACTIVE FRONTAGES ETC.)
- 5.9 PHASING PLAN

6.0 TRANSPORT ASSESSMENT AND COSTING OF KEY TRANSPORT RELATED INFRASTRUCTURE

7.0 NEW SCHOOL REQUIREMENTS (INCL. LAND TAKE AND APPROX. BUILD COSTS)

8.0 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

9.0 GROUND CONTAMINATION INVESTIGATIONS

10.0 HABITAT SURVEY (PHASE 1)

11.0 DRAINAGE STRATEGY

12.0 UTILITIES STRATEGY

13.0 RENEWABLE ENERGY STRATEGY

14.0 AIR QUALITY ASSESSMENT

15.0 HEALTH IMPACT ASSESSMENT

16.0 FLOOD CONSEQUENCES ASSESSMENT

17.0 VIABILITY ASSESSMENT

18.0 LAND OWNERSHIP

19.0 SUMMARY & CONCLUSIONS

20.0 APPENDICES

1.0 **EXECUTIVE SUMMARY**

This Planning Prospectus outlines that, on the basis of and informed by a comprehensive review of both the policy and physical context of the application site, and considering the feedback provided by the Local Planning Authority and other stakeholders through the LDP Review process, the site is considered to be suitable for inclusion as part of a wider allocation as a residential-led mixed-use strategic allocation with a capacity of circa 500 residential dwellings. On this basis, the site should be viewed favourably for the following reasons:

- The site currently benefits from being within **close proximity to established footpath links**, and is within safe and convenient walking distance of existing bus stops which provide a high diversity and frequency of service provision to Maesteg, Bridgend and further afield.
- a **15-year Plan** period extension is proposed by the Review, with consequent need to identify sufficient housing land for this period;
- The housing land supply position at present indicates a housing land supply of **3.6 years – a shortfall of provision**;
- The site and associated options put forward are **suitable and available for development**;
- The site is located in **close proximity to Bridgend** which is defined as a '**Strategic Hub**' within the Cardiff Capital region Business Plan;
- The Well-being Future Generations Act outlines **Housing development and regeneration as a key goal**. The Welsh Government and the Cardiff Capital Region commit to a new partnership approach to **strategic planning**. This will ensure the **delivery of sustainable communities**;
- The Cardiff Capital Region Commission have outlined that The Cardiff Capital Region should develop a spatial perspective to complement its economic strategy, and the spatial development perspective should act as a future growth map for the Capital Region and define the key roles and should recognise **the re-emerging towns such as Bridgend that are in transition to accommodating high value-added activity, renewed resident populations** and university expansions;
- The Candidate site represents a **deliverable scheme** which would make an important and significant contribution to meeting the Authority's pressing housing need in a sustainable manner;
- The Masterplan put forward for consideration include:
 - A whole site scheme of **up to 100 units**;
- The site could enable facilitates, and enhanced community infrastructure, including improved recreation and education infrastructure;
- **The site is not subject to any unresolvable technical**, ecological, archaeological/heritage, flood risk and drainage, or other environmental constraints.
- The promotional party is eager to utilise sustainable build methods which would allow for expedited build times, achieve better quality homes which would be higher U-values and other ratings.

Having regard to the above key considerations, it is considered that **the site and associated options for allocation are fundamentally sound in principle, and represents an appropriately scaled allocation of development which makes effective use of an accessible and sustainably located site**. This, coupled with the **lack of any technical constraint, and the provision of much needed housing on a deliverable site** provides considerable support and justification for the scheme proposals.

To expand upon the above, the promotional party have committed to the long-term promotion of this site through the emerging LDP process and have resourced the following technical survey data and assessment to support the promotional case:

Discipline	Status
Masterplans	A series of evolving masterplans produced. A suite of 'new' placemaking principle plans form part of this submission and are expanded in greater detail in section 4.0
Transport	Owing to Covis-19 and the 'lock-down' placed on the Country, vehicle movement has reduced dramatically. At this time, detailed Transport Assessment data capture has been put on hold until a time that non-neutral months pass and the issue of Covid-19 restrictions lift.
Ecology	A Phase 1 habitat survey has been conducted.
Arboriculture	An arboricultural survey has been conducted and formed part of the Candidate site assessment in November 2018. For greater detail refer to section 3.1 of this document.
Land & Visual Impact	An initial Landscape & Visual Impact assessment has been set out in the Preferred Strategy report.
Drainage & Flood Risk	A detailed FCA is not considered necessary at this time as the site is not flood risk affected.
Utility Searches	A more detailed capacity assessment is underway and will form part of this submission.
Agricultural Land Classification	This has not been undertaken as the land does not form Best and Most Versatile Land as per the Predictive Maps.
Ground Conditions	A desktop ground condition survey has been conducted and formed part of the Candidate site assessment in November 2018. For greater detail refer to section 3.1 of this document.
Air Quality Assessment	A detailed air quality assessment cannot take place at this time owing to the Covid-19 restrictions. As there is a significant reduction in road traffic, acoustic findings at this time would not be representative and therefore deemed unacceptable for assessment.

2.0 INTRODUCTION

2.1 PURPOSE OF THE DOCUMENT

This report is submitted in response to the Bridgend County Borough Local Development Plan 2018-2033 Preferred Strategy Consultation - Candidate Site Assessment Stage 2.

The aim of this report is to identify the material considerations to be taken into account in the progression of the site to the allocation stage. The report will provide support for the allocation of the site within the emerging LDP, evidencing the deliverability of the site - as one cohesive development and sustainable urban extension to the settlement of Llangynwyd.

This document notes how design opportunities arise from analysis and shape the outcome. It also describes how design principles specifically produced for the site / proposals have influenced the design through to completion. It narrates the vision we have for the site and its delivery via the mechanism of the brief in the context of the currently developing LDP.

In essence, this document sets out the 'story' of the site to-date.

2.2 CONTENT OF THESE SUBMISSIONS

In compiling this submission, regard has been had to the following:

- Development Plans Manual Edition 3 March 2020; and
- The Bridgend CBC Candidate Sites Assessment Stage 2 Letter (dated 17th December 2019).

These two references set out the material and content expected to underpin the submission of strategic sites at the Stage 2 Candidate Site stage, i.e. to underpin such strategic allocations in a/the Deposit Plan.

The following principal guidance is set out by both – to which these submissions respond.

2.2.A Development Plans Manual Edition 3 March 2020

Placemaking in the Development Plan Process

Referring to the above document which this process will be fundamentally assessed against, the following extracts are pertinent to the Land South of Pont Rhyd Y Cyff.

Paragraph 5.2 states: *A key national priority is to deliver high quality, sustainable places, through a Placemaking approach which must be at the forefront of plan making. Plans must be prepared in line with the gateway test and search sequence set out in PPW. The National Sustainable Placemaking Outcomes must be used to inform the preparation of development plans. This will ensure development is located in the right place and places are planned comprehensively and achieve quality outcomes for communities. Understanding how places function at both a strategic and local level should influence how plans are prepared and implemented.*

Paragraph 5.3 states: *At a strategic level, design informs the spatial vision for places and ensures that sustainability sits at the heart of a plan, whilst also creating a framework to help deliver wider objectives through an integrated Placemaking approach. This can include LA strategies such as Well-being Plans, regeneration areas, site allocations, town centre strategies and the promotion of sustainable transport modes and delivering infrastructure. The plan making process should consider how Placemaking principles and good design influence the scale and location of development. At a local level, the plan and policy framework should ensure the creation of well designed quality places where people will want to live, work and visit. Placemaking Tools as an Evidence Base – Master Planning Approach Placemaking ‘tools’ can be a useful mechanism when prepared in parallel with the plan to inform development proposals and policies and ensure effective implementation and delivery.*

Paragraph 5.4 states: *The value of a Placemaking approach in the preparation of plans is to identify key design parameters and cumulative infrastructure requirements of development across the wider area to inform policy and site specific allocations. This approach will ensure LPAs are in the driving seat and have sufficient ‘teeth’ to implement the key design and infrastructure requirements of sites, particularly where there are large sites in multiple phases and ownership, programmed over many years.*

Paragraph 5.5 states: *The most appropriate ‘Placemaking tool’ for a development plan will be for the LPA to determine, based on the scale of site(s) and where sites are in the development process. Table 11 shows how Placemaking tools should be used as part of the plan’s evidence base. Where possible, this work should be undertaken collaboratively between the LPA and key stakeholders responsible for the delivery of the site, as well as the local community. It will be essential for statutory bodies to comment on key issues such as flooding, sewerage infrastructure, natural environment and health. This will give the plan a legitimate base, highlight key issues, requirements and constraints that can be taken account in the master planning process, achieving high quality places. Development Plans Should Contain:*

A strategic and locally distinctive Placemaking vision for the plan area (informed by Council strategies/WBPs) supported by appropriate design policy(s) / master planning principles / green infrastructure and access. Where there are specific issues SPG can be prepared.

Concept/schematic frameworks, design principles and infrastructure requirements for key sites (set out in policies) that are core to delivery of the plan. Key sites and Placemaking and infrastructure requirements should be considered in detail from the early stages of plan making, prepared in collaboration with developers and the community. They can provide a key starting point for further design collaboration and inform detailed site specific master planning and viability work.

Table 11: Placemaking Tools as an Evidence Base

Master planning approach	How to embed in the development plan
<p>Concept / Schematic Framework</p> <p>Flexible conceptual vision setting out the key elements of a site (access, physical infrastructure, green infrastructure networks, development areas/uses, landscape, key features, key opportunities and constraints)</p> <p>Set out area/site specific planning issues and constraints.</p> <p>Set out the key vision and high level design principles of a site and how it should be developed.</p> <p>Can provide a broad mechanism for assessing and influencing proposals as they come forward.</p>	<p>Can be embedded as part of site specific policies, a broad mechanism for assessing and influencing proposals as they come forward.</p> <p>Useful for key/strategic sites that are core to the delivery of the plan.</p> <p>Green Infrastructure Assessments / Area Statements should inform the master planning approach for site allocations to support ecosystem resilience and identify nature based solutions.</p> <p>The information should be used to inform infrastructure requirements / viability of sites. They can be made explicit in the plan.</p> <p>Prepared as SPG (including Place Plans).</p>
<p>A Detailed Master Plan Approach</p> <p>Can be universal or site specific. Can identify key design principles that are definitive and vital to the creation of sustainable places and those where more flexibility can be applied.</p> <p>High level framework covering key parameters / master planning requirements for a larger area or site specific:</p>	<p>Can be embedded within the plan as a general design policy / overarching policy requirements – set out in a policy and or graphical format.</p> <p>Can be embedded as part of site specific or a general design policy.</p> <p>Design principles and infrastructure requirements in broad terms or site specific.</p>

Land uses, particularly those core to determining layout Density and house types (where known) Scale & massing Key access, movement corridors and the street hierarchy Transport / movement (all modes) Green infrastructure Physical infrastructure Biodiversity Renewable energy / energy efficiency opportunities Phasing and infrastructure requirements	Useful for key/strategic sites that are core to the delivery of the plan. The information should be used to inform infrastructure requirements / site specific viability work. They can be made explicit in the plan. Prepared as SPG (i.e. Place Plan)
---	---

Implementation Appendix

Paragraph 5.127 states: *The purpose of an Implementation and Delivery Appendix is to set out the key issues, constraints, phasing and mitigation measures which are required to deliver proposals in the LDP, from which monitoring indicators and triggers can be derived. It will comprise brief descriptions of the key sites, together with an overview of site specific delivery and implementation issues, including site constraints, necessary mitigation / compensation measures and policy/ s106 agreements/ infrastructure requirements. This information will clarify the infrastructure requirements of key sites and alert potential developers in respect of expectations when bringing forward sites at the planning application stage with all relevant information known. All parties will know, in advance, what will be expected and consequently should be factored into the costs of bringing sites forward from the outset. Table 26 sets out the type of information to be contained in an Implementation and Delivery Appendix.*

Paragraph 5.128 states: *Key sites integral to the delivery of the plan may require their own specific policies setting out key issues and constraints, master planning principles, concept frameworks and infrastructure requirements where appropriate.*

Table 26: Implementation & Delivery Appendix

Site Name / Ref	Allocation	Site Size	Allocation Type	Total Units	Phasing Tranche
Land at W Road		x.x ha	(Housing, Employment, Mixed Use)	(Private & Affordable) P & A units	2018-2022 2023-2027 2028-2033
Site Description					
This x.x hectare brownfield/greenfield site is located to the east of y village/town on a former sports ground adjacent to river z.					

Key Site Issues & Constraints

Are there access and highway improvements? Highways comments?
Is the site subject to flood risk issues? Has the statutory body (NRW) responded highlighting issues that will need to be addressed? Is a FCA or other mitigation measures required?
Are there land ownership constraints?
Are there protected environmental/ecological species/designations on, or within a specified vicinity of the site which require redress? Have the specific consultation bodies made any comments regarding issues that need to be addressed? HRA findings?
Is the site appropriately served by utilities (i.e. broadband, sewerage, water including SUDs)? See Infrastructure Plan summarising specific consultation body's responses.
Is the site located in a Welsh Language sensitive area? Are mitigation measures necessary?
Are there archaeological issues? Does the site impact on heritage designations? Has Cadw highlighted any issues that will need to be addressed?
Are there contamination/remediation issues?

Key Infrastructure and Policy Requirements (including broad costs where known) For example:

Access – Highway improvements
Education – No of children school places
Affordable Housing - X% in line with policy y
Open Space – Hectares / unit/type of unit
Utilities – Link to Infrastructure Plan

Key Supporting Information Requirements. For example:

Detailed Site/Area Specific Master plan
Welsh Language Assessment
Flood Consequence Assessment
Environmental enhancements / nature based solutions (sought by the LPA) in response to the evidence base
Landscape Study
Transport Statement
Ecological Assessment
Archaeological Evaluation
Heritage
Energy Assessment

2.2.B Bridgend CBC Candidate Site Assessment Stage 2 Process

In a letter dated 17th December 2019, BCBC set out that the following technical studies should now be submitted to support the further assessment of any site put forward:

- Masterplan and Land-use Framework (with place making principles embedded). To cover issues such as:
 - Broad vision for the site;
 - Constraints plan (including showing the utilities and contamination constraints);
 - Land-use plan to show mix of uses;
 - Character areas;
 - Links to public transport, active travel routes i.e. facilitating transit orientated development;
 - Movement and street hierarchy;
 - Car parking plan with a commitment to prepare a comprehensive parking strategy;
 - Urban design plan covering key requirements (i.e. active frontages etc.);
 - Phasing plan.
- Transport Assessment and costing of key transport related infrastructure;
- New school requirements (incl. land take and approx. build costs);
- Landscape and Visual Impact Assessment (incl. Tree Survey);
- Ground contamination investigations (may require more detailed investigations);
- Habitat Survey (phase 1);
- Drainage Strategy (SUDS);
- Utilities Strategy (and high level costings);
- Renewable Energy Strategy (i.e. District Heating Network) for commercial BREEAM standards);
- Air Quality Assessment;
- Health Impact Assessment;
- Flood Consequences Assessment (if required);
- Viability Assessment (affordable housing levels to be informed by the LHMA & Affordable Housing Viability Study); and
- A statement to confirm any landownership issues have been resolved

These Submissions

As set out above, these submissions respond to, and contain the necessary detail to satisfy the above required material.

In addition, as the site has been promoted previously through earlier stages of the plan process (at Candidate Site and Preferred Strategy stages) there is considerable other information and detail available. The following documentation, amongst other material (prepared for these earlier stages of Replacement Plan promotion, and / or undertaken to inform other promotion or site disposal), accordingly underpins and informs this submission are set out on **Page 5** of this document.

As recorded above and within this submission, the documents above have been used to inform and support considerable dialogue on the site's potential. All are available to the LPA as part of formal submissions made previously, and as such have not been reproduced or resubmitted in whole as part of this submission. The extent and breath of the assessment and reporting provides a detailed and robust evidence base on which these submissions have been informed and are based.

2.3 A BROAD DESCRIPTION OF THE PROPOSAL

The site consists of a number of co-joined fields, which are bounded by a railway line to the East, further agricultural land to the south, Ysgol Gwyfyn Gymraeg Llangynwyd to the West (and A063 which abuts the western boundary of this specific site) The site is bisected by the A48. It is put forward here for a residentially led development. This site will form part of an overall wider strategic opportunity.

The preparation of this prospectus document is the result of result of the culmination of the design process and a series of council and key stakeholder meetings at which the design was showcased and amended according to rational stakeholder inputs. As such, it has been an iterative collaborative process. This process is still on-going.

In its purest form, the strategic opportunity seeks to deliver:

- Circa 500 new homes
- Highway Infrastructure within the site and associated upgrades to the surrounding highway network
- Strong legible pedestrian and cycle connections both within, and to key positions outside the site
- A number of public parks, play spaces
- Green and Blue Infrastructure
- An appropriately sized Neighbourhood Centre which would provide a small quantum of flexible A1-A3/D1 floorspace

This specific site (Parc Gwenllian) would contribute the following to the overall wider objectives:

- Provision of circa 100 residential dwellings (aspiration to be zero carbon / carbon negative);
- Provision of non-residential uses which would provide a small quantum of flexible A1-A3/D1 floorspace;

- Appropriate POS provision for the site;
- Opportunities to connect pedestrians to the land to the north.

2.4 CONSULTANT TEAM

The promoting party has assembled a multi-disciplinary consulting team to ensure the proposal is sustainable and deliverable. The team assembled has a proven track record within the County and across Wales of working with landowners and other promotional parties. Some examples of the type and scale of promotional work, with particular emphasis on the delivery of Strategic Sites is provided below.

Land South of Llangyfelach Road, Llangyfelach, Swansea

Strategic site promotion through City & County of Swansea's LDP and subsequent submission of an outline application and ultimate approval for 2,000 dwellings on behalf of Llanmoor Homes.

Land North of Garden Village, Gorseinon, Swansea

Strategic site promotion through City & County of Swansea's LDP and subsequent submission of an outline application and ultimate approval for 750 dwellings on behalf of Persimmon Homes, West Wales.

Land at Llanilid OCCS

Strategic site promotion through the Rhondda Cynon Taf LDP and preparation of an outline application for circa. 1500 dwellings on behalf of Cofton (Wales) Ltd.

A full table is provided overleaf outlining the extensive multi-disciplinary team involved to-date.

Output	Consultant
Planning Consultant / Agent	Geraint John Planning
Masterplanner / Architect	MODARC
Developer	Rhondda Housing Association
Topographical Survey Data	MODARC
Landscape and Visual Impacts	Geraint John Planning

Output	Consultant
Ecology	I&G Ecology
Viability	Elev8 Land & Property
Ground Conditions	Shell (as part of decommissioning of PFS)

All operational constraints are considered from service capacities to flooding and transport, whilst environmental and ecological constraints are all fully identified.

BACKGROUND OF WORK COMPLETED TO-DATE

2.5 CANDIDATE SITE SUBMISSION – NOVEMBER 2018

In November 2018, the candidate site consultation window had opened, and we as Agent co-ordinated the submission of the strategic opportunity. In addition to the mandatory documentation, a detailed case for the inclusion of the Candidate Site within the emerging LDP as a housing allocation was provided in a robust Planning Justification report. The case was informed by, evidenced and supported by a suite of assessments, including the following:

- Detail Planning Justification report (Prepared by Geraint John Planning Ltd).

From the outset, a detailed site appraisal has been undertaken to establish the site's context and identify headline 'constraints' for review. The submitted Candidate site report covered the following desktop aspects:

- Site ownership
- Flood risk
- Coal Risk Mapping
- Heritage & Conservation
- Public Rights of Way
- Highways & Access
- Pedestrian Connectivity
- Indicative Capacity
- Agricultural Land Classification
- Trees
- Ground Conditions.

A succinct summary of each sub-section is re-produced below.

Site Ownership

The site is within full and sole ownership of the Representor BPM Technology Corp LTD although there appear to be some covenants on the site – none of these affect and / or impact the site's ability to come forward for development. Any necessary agreements would be secured through any future planning application.

The site promotor has engaged with potential development partners in relation to the delivery of the site. From these discussions we are aware that other parties are intending to submit Candidate Site Representations for the land to the north of the site. The below diagrams shows the existing settlement boundary (Purple), the Candidate Site (Red) and the adjoining land which will also be promoted through the Candidate Site Process (Blue).



Site Context Plan

As shown by the above diagram, the site could form part of a revision of the settlement boundary to incorporate the Candidate Site, the sites being promoted to the north by other parties and also the adjoining Ysgol Gyfun Gymraeg Llangynwyd (as shown in Green). On this basis the proposal form part of a logical expansion of the settlement of Pont Rhyd-Y-Cyff with additional land provided for housing in a manner which would protect the character of the surrounding area and incorporate the existing brownfield site being promoted in this Candidate Site Representation and the adjoining school within the settlement.

Association and Linkages with Surrounding Areas

As referred to above, the site is located outside of Pont Rhyd-y-Cyff, a 'Local Service Centre', linked to Maesteg and the Llynfi Valley. Maesteg is the second largest town in the County Borough and defined as a 'Key Hub Settlement in the Wales Spatial Plan.

The following services and facilities are located within close proximity of the Candidate Site:

- Within 500m of Pont Rhyd-y-Cyff Service Centre where there are facilities such as:
 - ATM;
 - Premier Store;
 - Llangynwyd Primary School;
 - Railway Inn;
 - Shiloh Church; and
 - Moriah Chapel.
- Ysgol Gyfun Gymraeg Llangynwyd Welsh Medium School – located opposite the site;
- Bus Stops – services 70 and 71 run from a stops located on Bridgend Road just south of the site;
- Garth train station – 2.1km north

The services and facilities in close proximity to the site would facilitate and encourage the growth in both a natural and sustainable manner.

It should also be noted that the Site Promotor has had early engagement with the operators Llynfi Biomass Power Station located approximately 2 km southeast from the Candidate Site. The operator have advised that there is the potential for the site to be serviced by the power station, which would allow the development to be powered by a renewable energy facility, which further enhances the sustainable credentials of the development.

Public Transport

As noted above, the site is situated adjacent to, a pair of bus stops along A4063, which are served by the service numbers 70 and 71, providing transport to Cymmer, Bridgend and Aberkenfig (a frequent service which provides approximately 2 buses an hour). In addition, there is a further bus stop within Pont Rhyd-y-Cyff Service centre which provides access to Maesteg via the 37 service.

The site is also located within 2.1km of Garth train station, which is located upon the Maesteg Line from Cardiff via Bridgend.

Vehicular Access

As noted above, there is a direct vehicular access into the site which could be utilised as part of any future development. In terms of the key assessment criteria defined by the LDP process and relevant to an evaluation of this particular issue, the following is considered to be of relevance:

- The site is accessible from the public highway;
- The current highway network would be capable of accommodating the proposed site's traffic movements; and
- The whole of the site is within 800m or less of a public transport access point / active travel route.

It is therefore considered that the site benefits from a range of public transport opportunities and is located within a sustainable and accessible location.

Pedestrian Connections

As noted in the above section, in terms of pedestrian connectivity, the site benefits from access to a footway which extends along the western boundary of Bridgend Road and links directly to Llangynwyd. An image of the footway is provided below.



Formal Path on Bridgend Road

Ysgol Gyfun Gymraeg Llangynwyd is also located opposite the site. It is considered that the pedestrian accessibility provides adequate existing facilities to ensure that sustainable methods of transport would be utilised and any redevelopment of the site could include a crossing point in order to access the school.

Indicative Site Capacity

As outlined in earlier sections, the promotion of the site consists of all of the land, which is within the ownership or control of the promoting party.

The indicative site capacity has been calculated for the site below.

Based on an approximate site area of 2.09ha, it is considered that the site could accommodate up to 102 residential units, as evidenced through the proving layout.

Flood Risk and Drainage

In reviewing Natural Resources Wales' Development Advice Map (DAM) Flood Map is provided below. This confirms that the representation site is contained within Flood Zone A, which is at minimal or no risk of fluvial flooding or coastal/tidal flooding.



Extract from NRW Flood Map

Trees

It is acknowledged that there are some trees on the site along the northern and southern boundaries – please see image below:

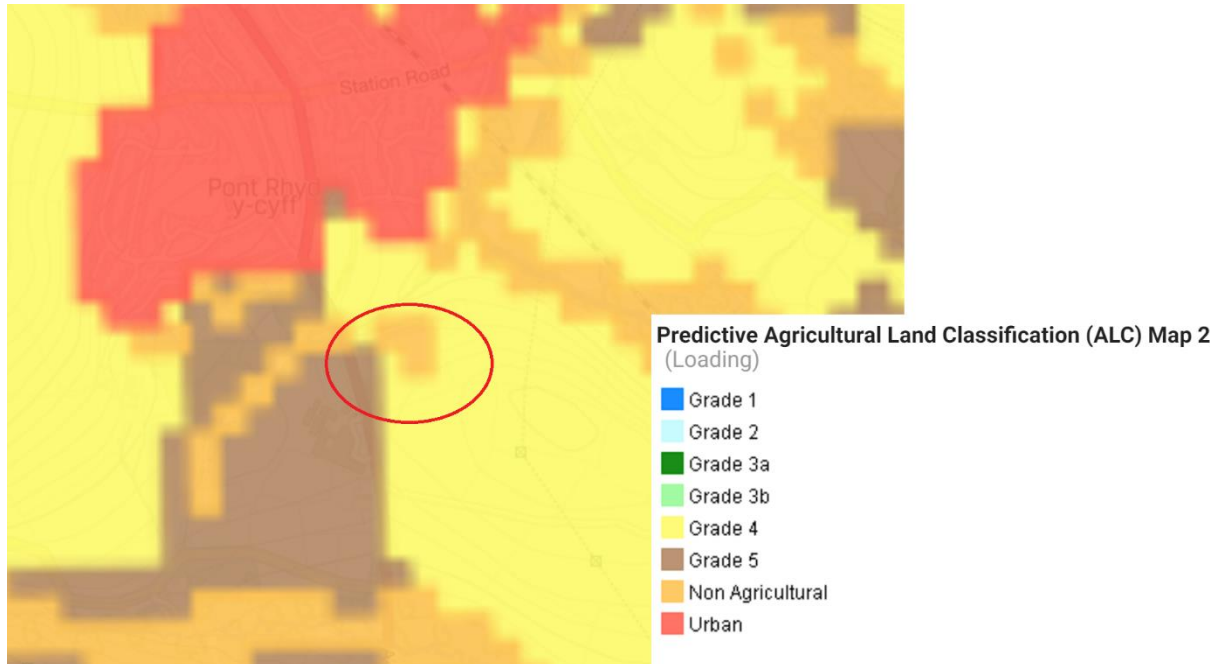


Southern Boundary of the Site

It is considered that these could be retained as part of any redevelopment of the site – if the quality was assessed as being of value. It is not clear whether any of the trees are protected under TPOs however, these are proposed for retention in any event.

Agricultural Land Classification

In order to assess the site's potential for quality of agricultural land, the following extract has been sourced from the Agricultural Land Classification Predictive Map:



Extract of Mapping from <http://lle.gov.wales/map/alc>

The above confirms that the site falls within Grade 5, Grade 4 and partially within 'non-agricultural' land classification. As a result, it is not considered that the development of the site would result in the loss of high quality agricultural land.

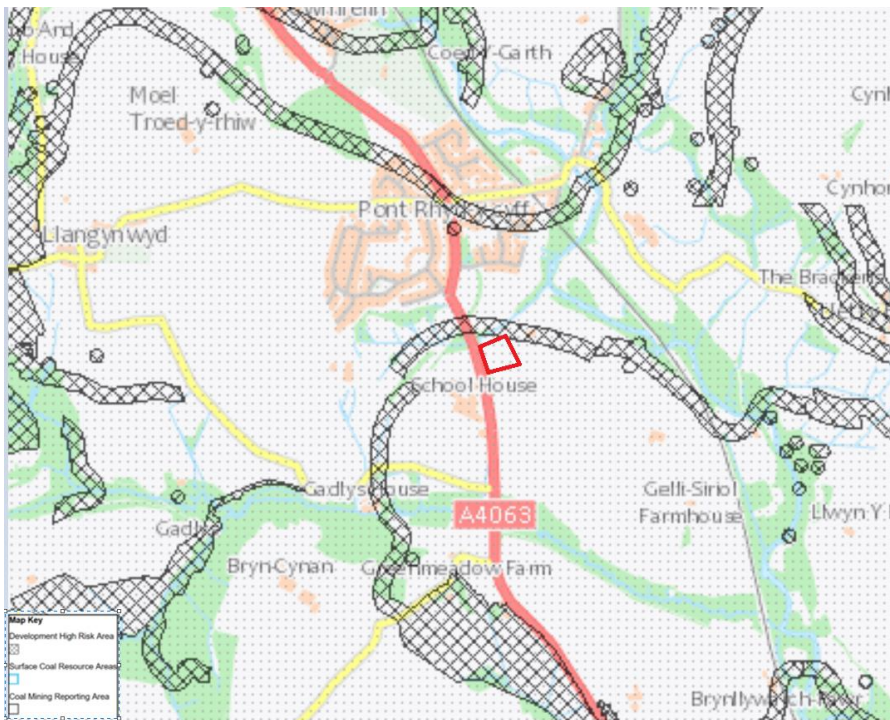
Ground Investigations

The site was previously a petrol filling station and de-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These Reports confirms that there is no contamination on the site which would be of concern to human health.

Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was reduced likelihood of former groundwater monitoring wells.

Coal Authority

The appropriate extract from the Coal Authority Map is provided below. From this extract it appears as though the representation site does not lie within a Development High Risk Area (immediately adjacent however).



Extract from The Coal Authority Map

Heritage and Conservation

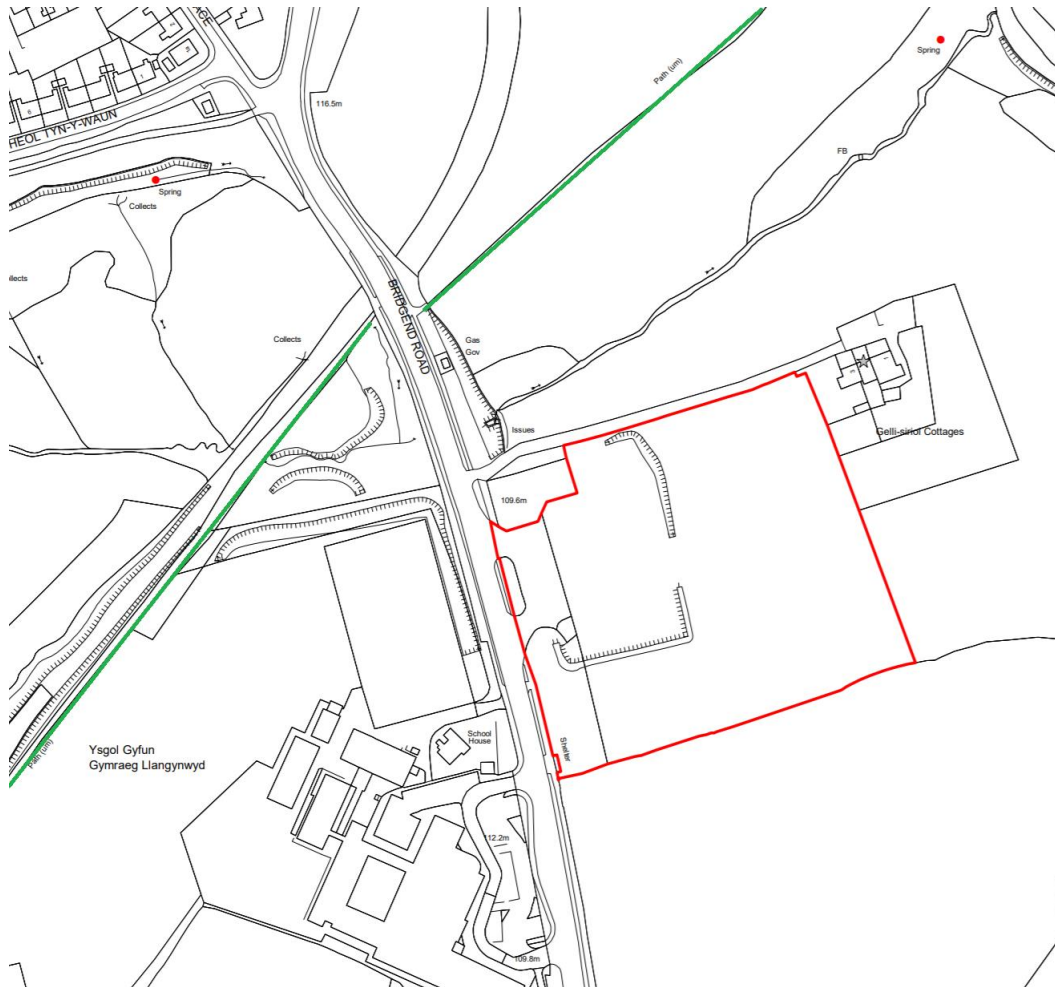
The Historic Wales website indicates that there are no listed buildings or scheduled ancient monuments on the site or that would be impacted by any development on the site. The map and key below have been taken from the Historic Wales website:



Extract from Historic Wales Map

Public Rights of Way (PROW)

Bridgend County Borough Council's website does not include a PROW map, however referring to OS Maps (and the Candidate Site maps) there are a series of Rights of Way to the north and west of the site. These are identified in green on the map below.



2.6 PREFERRED STRATEGY CONSULTATION – OCTOBER 2019

Preferred Strategy

Regulation 15 of the Local Development Plan Regulations requires that, before submitting the content of its Local Development Plan (LDP) for Deposit, a Council must publish its pre-deposit proposals (Preferred Strategy) for public inspection and consultation.

On 30th September 2019 Bridgend County Borough Council opened a consultation period inviting comments on the Preferred Strategy, which is the first part of the Bridgend Replacement LDP Process.

Strategic Policy 1 of the Preferred Strategy outlines the Regeneration and Sustainable Growth Strategy for the plan period and states:

"In order to deliver Bridgend's regeneration and sustainable growth strategy between 2018- 2033, the Plan will make provision for:

- i. 71.7 hectares of employment land to enable 60 hectares of employment land to come forward and accommodate up to 4,995 additional jobs; and*
- ii. 8,333 new homes to meet a housing requirement of 7,575 (based on a 10% Flexibility Allowance, to be refined at Deposit Stage).*

Regeneration and Sustainable Development in the County Borough will be focused in the following areas:

- Bridgend Sustainable Growth Area*
- Pencoed Sustainable Growth Area*
- Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area*
- Maesteg and Llynfi Valley Regeneration Growth Area*
- Porthcawl Regeneration Growth Area"*

Page 55 of the Preferred Strategy outlines the Strategic Site Options for the Maesteg and Llynfi Valley Regeneration Growth Area, which includes the following:

Strategic Site	Area	Proposed Development
1: Land South of Pont Rhyd-y-Cyff	19 ha	Mixed Use Development – Residential, Commercial, Leisure and Employment
2: Maesteg Washery	30 ha	Mixed Use Development – Residential, Education, Commercial, Leisure and Employment.
3: Ewenny Road	8 ha	Mixed Use Development – Residential, Commercial, Leisure and Employment. This site also has

Strategic Site	Area	Proposed Development
		the potential to accommodate a 'Valleys Hub'.

The site promoter supported the Preferred Strategy, and is continuing to work with the design team and in tandem, the Local Authority on bringing forward a part of this strategic allocation.

1. LAND SOUTH OF PONT RHYD-Y-CYFF– PREFERRED STRATEGY SITE ALLOCATION

Appendix 2 of the Preferred Strategy provides the assessment of the Regeneration and Strategic Site Options. An extract of the site's delineation is provided below.



1. Land South of Pont Rhyd-y-Cyff– Preferred Strategy Site Allocation (with the promoter's land ownership identified in red circle)

For accuracy, the promoter's ownership is provided on an aerial image below, as you can see the southern part of the proposed strategic allocation is, in the majority, within the site promoter's ownership. A small portion to the east and north-west do not form part of the site promoter's ownership.



Pages 155 to 159 of the Preferred Strategy documents the assessment of the Land South of Pont Rhyd-y-Cyff. This states that the site is a cluster of four sites situated to the south of Pont Rhyd-y-Cyff, directly adjoining the existing settlement boundary and clustered around Ysgol Gyfun Gymraeg Llangynwyd. In total, the four sites comprise 19.5 hectares (48.3 acres) – 2.09 hectares of which is in the ownership of BPM Technology Corp Ltd, and this parcel is sited on the southern portion of the proposed strategic allocation and is identified on the above aerial extract by a red circle.

As per page 156 of the Preferred Strategy, it is proposed that the sites are allocated for mixed use development that could collectively deliver approximately 500 new homes that would retain and complement the existing school. The intension is that the sites, in combination, would form a more well-connected, socially inclusive and sustainable development opportunity that anchors the existing school more closely to the established settlement of Pont Rhyd-y-Cyff. As such, this approach is fundamentally supported by the site promoter.

The preferred strategy, therefore, proposes to allocate the site as part of the revised LDP.

2.7 ON-GOING DIALOGUE

Since the 'Preferred Strategy' stage, the Local Authority and the site promotional team have been in continued dialogue on establishing further clarity on the 'key issues' identified at the previous stage but also to begin to shape the proposals at the Land South of Pont Rhyd Y Cyff

As per letters received from Bridgend County Borough Council, further supporting evidence is requested to allow for further assessment to progress the site to Stage 4 of the Candidate Site Assessment and thus to be included in the Deposit LDP. The following technical studies have been prepared, either previously and/or embellished to-date as agreed with Officers:

- Masterplan and Land-use Framework (with place making principles embedded). To cover issues such as:
 - Broad vision for the site;
 - Constraints plan (including showing the utilities and contamination constraints);
 - Land-use plan to show mix of uses;
 - Character areas;
 - Links to public transport, active travel routes i.e. facilitating transit orientated development;
 - Movement and street hierarchy;
 - Car parking plan with a commitment to prepare a comprehensive parking strategy;
 - Urban design plan covering key requirements (i.e. active frontages etc.);
 - Phasing plan
- Transport Assessment and costing of key transport related infrastructure;
- New school requirements;
- Landscape and Visual Impact Assessment (incl. Tree Survey);
- Ground contamination Investigations;

- Habitat Survey (phase 1);
- Drainage Strategy (SUDS);
- Utilities Strategy (and high level costings);
- Flood Consequences Assessment;
- Viability Assessment; and
- A Landowner's statement.

Each of the above inputs which the promotional team have embellished are set out and summarised in the following sections but in order of the above.

3.0 STRUCTURE OF THE DOCUMENT

Responding to the BCBC guidance set out in December 2019, this submission follows the content and structure set out in that guidance. In so doing it recognises that the guidance set out is not necessarily exhaustive, and there may be other information that supports the site's inclusion in the Deposit Plan. Equally, the guidance makes it clear that some of the studies set out are not required due to the specific characteristics of the site.

The purpose of the additional information is of course to assist the detailed site assessment, and particularly to demonstrate the site's deliverability.

Given this, the remainder of this submission is structured to account for the above, and is set out as follows:

- Masterplan and Land-use Framework (with place making principles embedded). To cover issues such as:
- Transport Assessment and costing of key transport related infrastructure;
- New school requirements (incl. land take and approx. build costs);
- Landscape and Visual Impact Assessment (incl. Tree Survey);
- Ground contamination investigations (may require more detailed investigations);
- Habitat Survey (phase 1);
- Drainage Strategy (SUDS);
- Utilities Strategy (and high level costings);
- Renewable Energy Strategy (i.e. District Heating Network) for commercial BREEAM standards);
- Air Quality Assessment;
- Health Impact Assessment;
- Flood Consequences Assessment (if required);
- Viability Assessment (affordable housing levels to be informed by the LHMA & Affordable Housing Viability Study); and
- A statement to confirm any landownership issues have been resolved

In some areas the submissions provide a justified account of why a particular technical study has not been undertaken (having detailed and considered regard to the site and its setting etc).

4.0 MASTERPLAN AND LAND-USE FRAMEWORK

The initial stages of a comprehensive masterplanning exercise in relation to the development of the proposed allocation at Land South of Pont Rhyd-y-Cyff (which Parc Gwenllian will form a part of) has been undertaken. This draws on and brings together the individual assessment and promotion work undertaken by each constituent party to date, and builds on the concept and principles set out in the Local Development Plan Preferred Strategy.

The desire for the site to be delivered as a comprehensive development derives from the national guidance set out by the Welsh Government in Planning Policy Wales (Edition 10) – which sets out the importance of placemaking in order to create sustainable places.

Edition 10 of Planning Policy Wales (PPW) was published by Welsh Government in December 2018. This PPW set out the Government's plan to help promote prosperity for all parts of society in Wales. As confirmed by the Written Statement by the Welsh Government when publishing the document on the 5th December 2018, Edition 10 of PPW was completely reworked from the previous edition, not least to take account of the Well-Being of Future Generations Act.

One of the key changes to the Guidance is the greater emphasis placed on the concept of placemaking, both in plan making and as part of development management decisions.

7 well-being goals and 5 ways of working link through the document, which is now based around 4 themes – Strategic and Spatial Choices, Active and Social Places, Productive and Enterprising Places, and Distinctive and Natural Places. Together these themes promote placemaking and are considered to create sustainable places.

The publication of PPW is considered by the Government to be a small, but important, step in delivering placemaking. The Written Statement outlines that the Welsh Government, Local Planning Authorities, developers and other stakeholders all have a role to play in ensuring the principle of Placemaking is turned to reality. The Statement sets out that all parties have a part to play in delivering high quality development which enriches lives for the better. Planners must, once again, become creators of better places, rather than regulators of others proposals.

The concept of Placemaking is defined within PPW 10 as:

"A holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote peoples prosperity, health, happiness and well-being in the widest sense."

Furthermore, good placemaking is outlined in paragraph 2.10 as being *"essential to the delivery of sustainable development and achieving improvements in the well-being of communities."*

In order for a development to successfully incorporate placemaking as a concept, PPW advises of the need for proposals to address and assist in delivering the national sustainable placemaking outcomes. The following diagram extract depicts how placemaking relates to, and assists in achieving, these outcomes:



Accordingly, the Masterplanning exercise has been, and will continued to be based on the Placemaking Principles of PPW10, in order to fully consider and assess the best approach to provide the key strategic access into the Regeneration Area.

4.1 BROAD VISION FOR THE SITE

This section sets out the fundamental aims of the project. It is borne from the components of the brief married to the influences of the site and its surroundings and all the design decisions that these generate, leading to an ethos for the delivery of the site.

The 'vision' of the Parc Gwenllian to create a "sustainable, environmentally sound, cohesive, comprehensive community focused urban extension to the south of Pont-Rhyd-Y-Cyff", the vision has a number of initial key components:

The site itself would be part of the wider 'extension to Pont Rhyd Y Cyff' but this site lends itself opportunities to create a true community because we have the basic ingredients comprising of a school opposite and a modest provision of shops and other non-residential uses that will allow the proposal to create a new 'place'.

The concept will be to utilise the prominent topographical position and promote a carbon neutral or negative development to be a pioneer in this field for years to come.

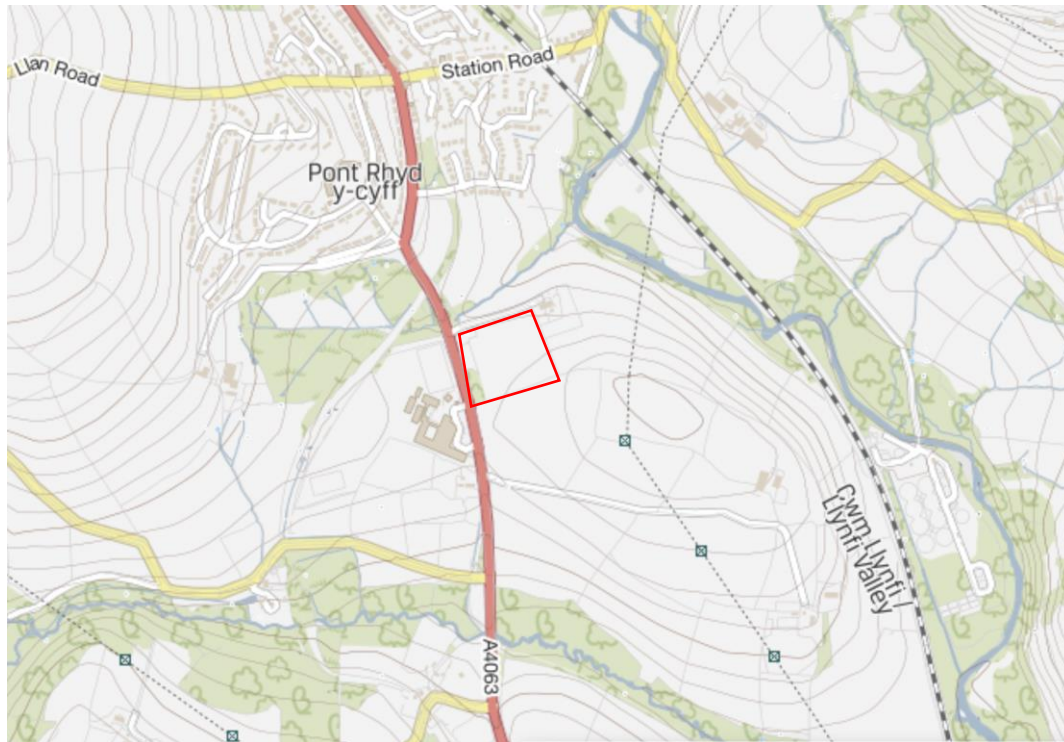
In conclusion we have a set of broad components which can help form the site vision, which we can design from and mix with the actual physical site constraints that are borne from the site analysis.

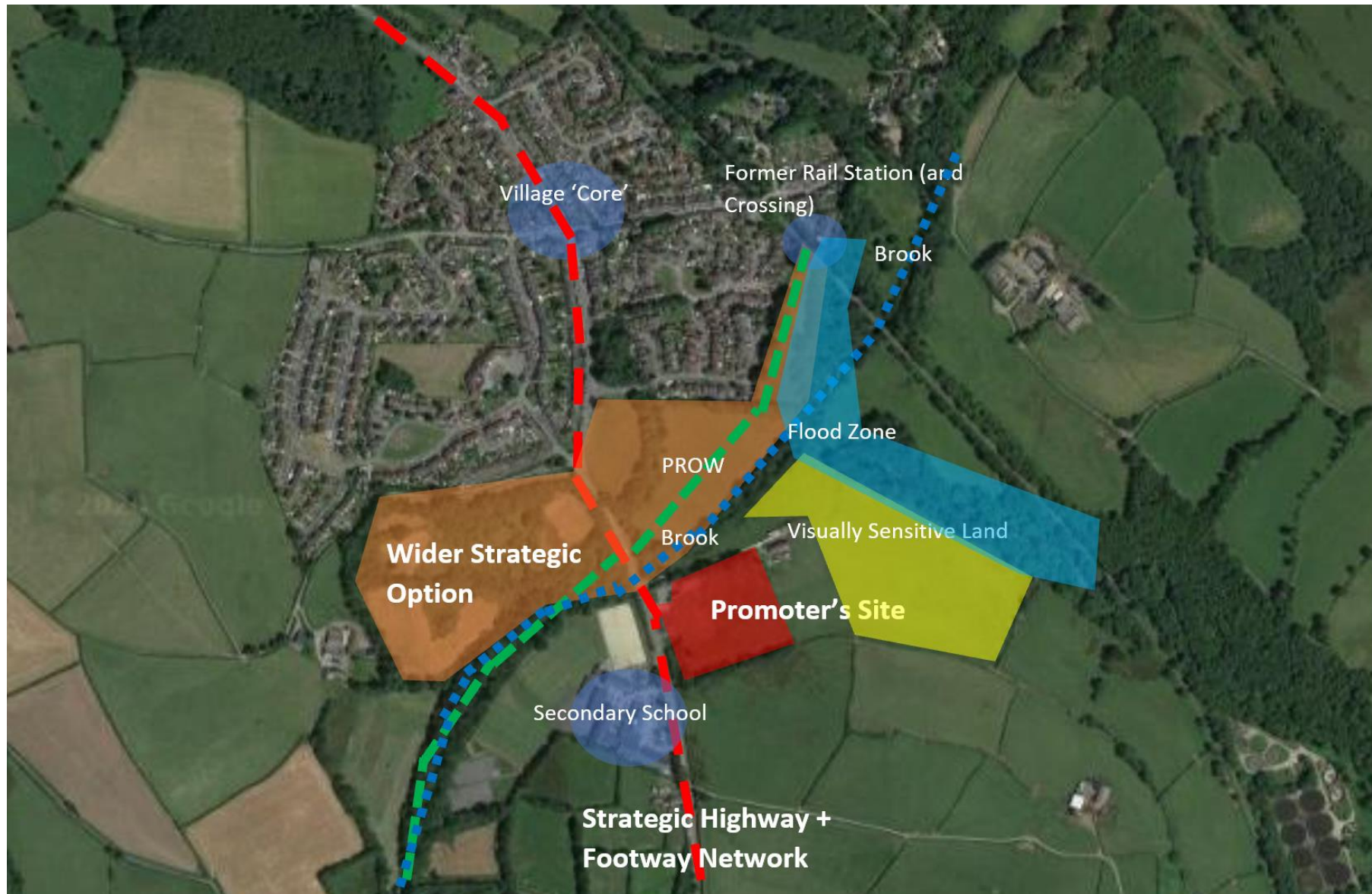
Of course, interconnecting the new development to the existing urban fabric is important. The fact the site is to a degree 'isolated' by the bisection of the A4063 – connectivity is key and the promotional document refers to and identifies a number of key and legible pedestrian related infrastructure to assimilate this site into the existing settlement of Llangynwyd.

4.2 CONSTRAINTS PLAN (INCLUDING SHOWING THE UTILITIES AND CONTAMINATION CONSTRAINTS)

As set out earlier on in this prospectus, a detailed set of baseline assessment have been undertaken at Candidate site stage and helped create the baseline constraints plan, and opportunities and issues plan from which the Masterplan has evolved. The constraints plan is re-provided below, and associated 'key' made visible to outline the suite of parameters that are conveyed on this plan.

Using the Lle Map, OS maps can be obtained and outline the topography of the land. We have utilised this desktop data for the site and the site itself is very unique in that (with the exception of the school opposite) it is the only 'flat' land in the immediate vicinity of the village of Pont Rhyd Y Cyff. However, the land surrounding the site does have its topographical constraint. Extract below and constraints plan overleaf.












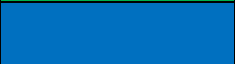

4.3 LAND-USE PLAN TO SHOW MIX OF USES



Land Use & Street Hierarchy Plan



Key

Land Use		Street Hierarchy	
Residential Use		Residential Spine	
Commercial Use		Secondary Street	
Higher Density Residential		Lanes / Mews	
Green Infrastructure			
SUDS / POS			
Highway Network			

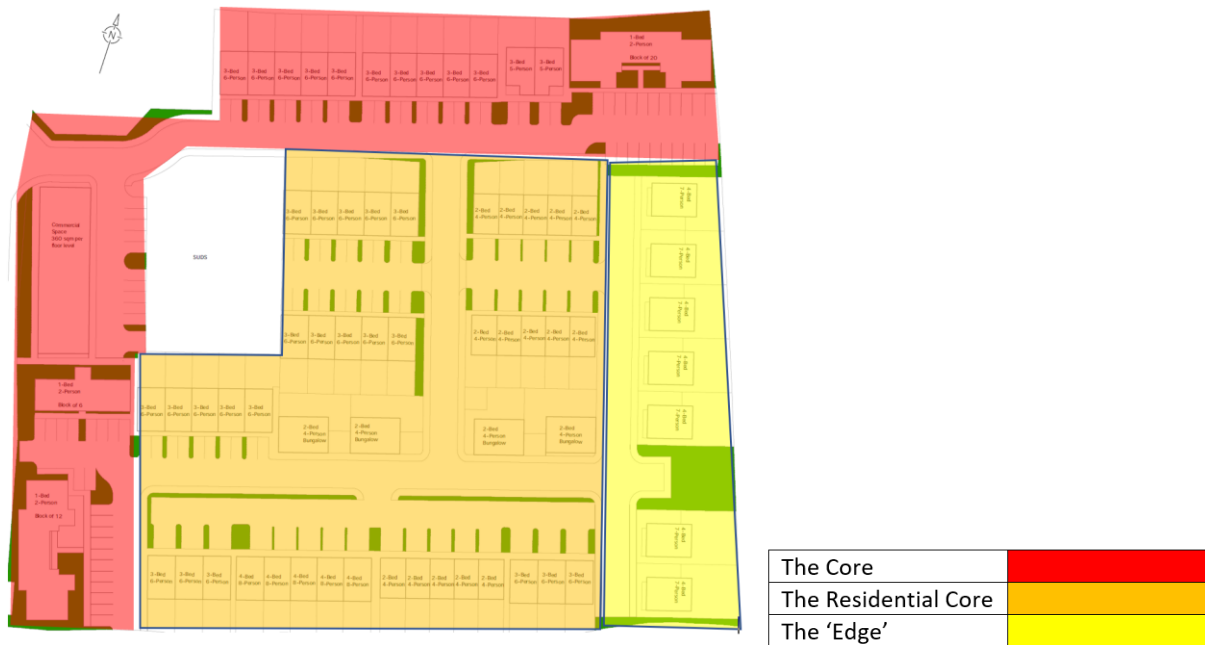
4.4 CHARACTER AREAS

An initially fluid 'Character area' plan is provided overleaf.

Parc Gwenllian is unique in that it does not have any real 'context' architecturally and is technically divorced from the settlement in comparison to the other parcels forming part of this strategic opportunity. It therefore poses a blank canvas in architectural terms.

A key design principle is the architectural integration of the site into the surrounding area over and above perpetuating the grain. As stated in the analysis part of this document, the housing stock in the vicinity is not strongly uniform in its appearance. In this instance we have chosen not to follow its 'aesthetic' but have had regard to its scale, form and grain.

There is an obvious need for variety, and the development of the site over time will allow diversity in form and materials. There is the obvious need for a diversification of materials to prevent monotony, so this must be encouraged in the character area identification process. The site promoter has undergone a similar process in Llanharan and would wish to replicate a similar design ethos. Some precedent images are provided overleaf.



The Core



The Residential Core



The Edge



4.5 LINKS TO PUBLIC TRANSPORT, ACTIVE TRAVEL ROUTES I.E. FACILITATING TRANSIT ORIENTATED DEVELOPMENT

Vehicles

Given the previous use of the site, and current envelope which exists, the promoter seeks to utilise this existing and historic access point as the focal point of vehicular access to the development. Geometries can be adequately provided to meet Highway standards as it is expected they are currently in line with such standards as this access previously served a PFS.

Pedestrians and Cyclists

The site is well served by walkable access with there being existing specific connection points which can be easily made into Pont Rhyd Y Cyff in numerous positions. A series of current connections along the A4063 will connect into the site will be improved in terms of surface and setting to make this a sustainable connection to the amenities of Pont Rhyd Y Cyff itself. The provision of links to the existing quality connections can be made and can link the various parcels together to create a harmonious and permeable 'wider' development. A series of existing PROWs North and North-West will be 'tapped into' allowing permeability into the countryside for existing and future residents. Unfortunately, the site to the north cannot be physically 'tapped into' via the northern boundary of this site owing to ownership constraints, right of access via the lane to the cottages to the east and the extent of an existing brook. A bridge crossing could be scoped; however, the brook does not form part of the site promoter's land title and it would therefore be within the land promoter to the north to assess this further. That said, there is ample opportunities to exit this site and use the existing footway on the A4063 and access the land to the north via the PROW as depicted below on the existing pedestrian / cycle routes in the vicinity.





Extract of the A4063 provided above with the PROW 'crossover' intersection clearly identified. The site promoter's parcel of land is sited at the 'top' of the photo circa 100m walking distance. Given the verges present, an opportunity could be to enhance one side of the footway network to a shared footway / cycleway at 3m in width which connects the village to the school. If the Council so desired, enhancements on both sides could take place.

Linked to the above, and good connectivity to the village to the north also identifies an opportunity for enhanced public transport improvements, especially rail links. Referring to a submitted Candidate Site by Bridgend County Borough Council's Transportation Department ref. 859.B2 (extract overleaf) promotes an opportunity of utilising the former railway station in Llangynwyd (off Station Road). This reinstatement could have massive potential and would reduce vehicle traffic north to Maesteg to catch a train to Bridgend and farther afield (and save car travel for those who'd rather simply drive south to Bridgend etc).



Number: 859.B2

Location of Site: South of Station Road, Llangynwyd

Proposer: Transportation Department - Bridgend County Borough Council: Mr John Duddridge for Assistant Director (Transport & Engineering)

Proposal: Railway Station

Settlement: Pontrhydydyff

Area (Ha): 0.2

It is considered this poses a real opportunity for the settlement, when coupled with the proposal for circa 500 new dwellings in the village.

4.6 MOVEMENT AND STREET HIERARCHY

These movement and street hierarchy proposals emanate from the character area plan by outlining a hierarchy of routes and importance / intensity and type of use.



Here the design is split into three distinct parts. They vary in size and character according to their position in the order. They are of descending importance in terms of traffic and, conversely, ascending importance in terms of pedestrians and cyclists. The way that these routes will change and create characters is:-

- Height and density of buildings and their formality as they address the route
- Width of route and presence of a formal axial planted 'boulevard' or trees
- Treatment of frontages, their depth and enclosure type
- Looseness of grain and positioning of vehicles in front or between built forms
- Architectural materials follows generalised trends

Street Hierarchy Concepts

Residential Spine Street



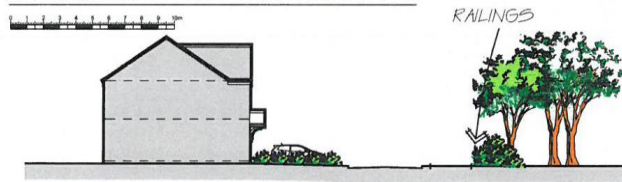
This route is the primary route into the development and steps down from the A4063. These streets will have a design speed of 20 mph or less and will provide appropriate footways on either side. Houses will be predominantly two storey and will contain on-plot planting, frontage parking on both sides and trees will be in key locations.

Secondary Street



This is a secondary route through the development which 'steps down' hierarchically from the Residential Spine Street. These streets will have a design speed of 20 mph or less and will provide appropriate footways on either side. Houses will be predominantly two storey and will contain on-plot planting, frontage parking on both sides and trees will be in key locations.

Lane / Mews



This will be the most informal part of the site. It will predominantly be single side development. Buildings will be predominantly two storey and the frontage treatment to plots will be hedges and open gardens.

4.7 CAR PARKING PLAN WITH A COMMITMENT TO PREPARE A COMPREHENSIVE PARKING STRATEGY

There will be a variety of houses across the site, which will include apartments, terraced, semi-detached and detached units. Some of these will have garages and some will have dedicated parking spaces.

Car parking will be provided in general accordance with the Bridgend County Borough Council Parking SPG, and the currently adopted parking standards of the Highway Authority (or any subsequently adopted guidelines).

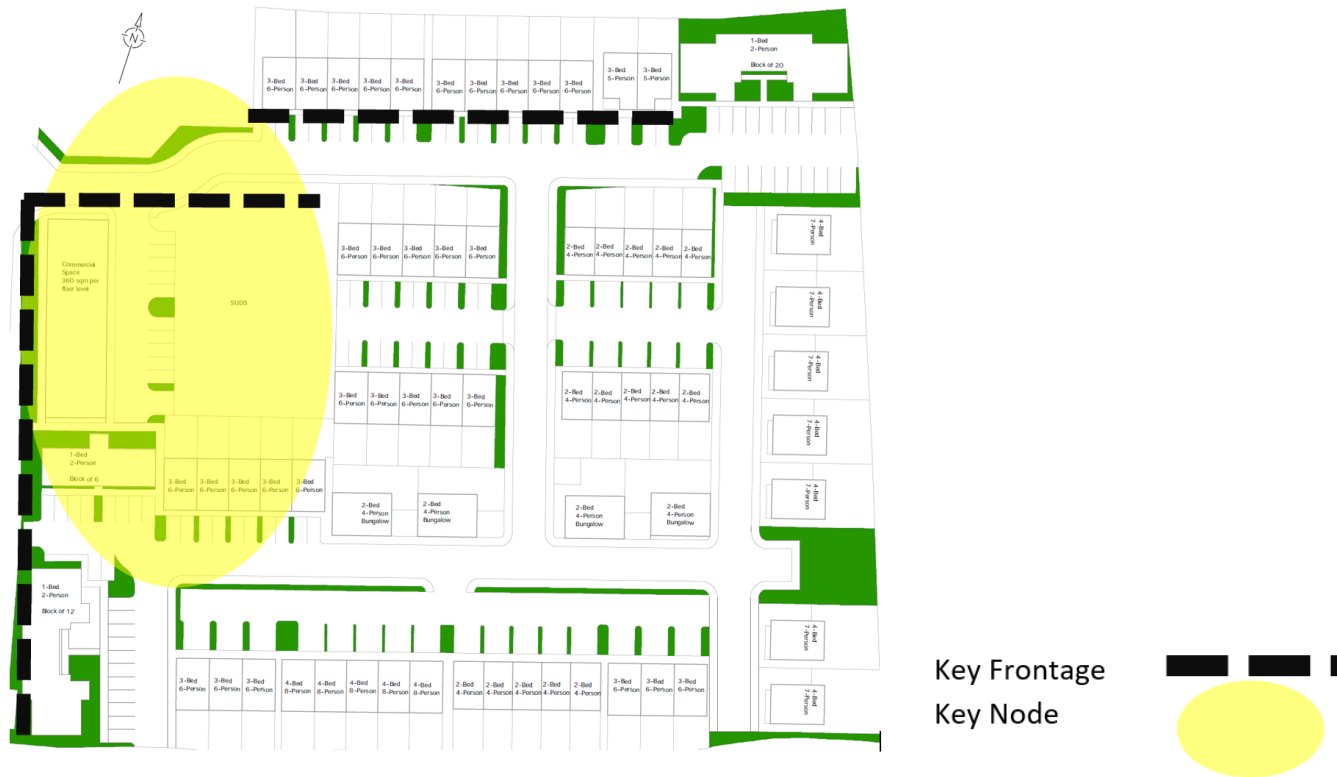
The SPG to-date does not provide flexibility for site's in sustainable locations. However, on the basis the SPG will be revisited as part of this emerging LDP, the site capably qualify for a reduction in parking spaces, especially if the site will be providing a form of commercial use, and given its proximity opposite the secondary school.

4.8 URBAN DESIGN PLAN COVERING KEY REQUIREMENTS (I.E. ACTIVE FRONTAGES ETC.)

'UPLIFT AREAS'

This section stems from the character area type assessment and coupled with the masterplan identifies area of opportunity for the occurrence of an event such as approaching a key building, space, change in direction, junction or a particular outlook. This focuses on both the higher density 'heart' elements, but also the 'bleed' outwards to the rural edge.

Within the uplift areas architectural features, such as ground floor bay windows, feature gable frontages, green walls or the use of the technology used as a feature will be included so to add interest to the elevations / streetscape (all of this is to be tested further).



4.9 'DENSITY'

In this section, TAN 12 is of relevance whereby it states TAN 12 advocates that careful and innovative design can ensure higher densities are appropriate and acceptable, this is confirmed at paragraph 5.7.4, which states the follows:

"Building at higher densities is not synonymous with high rise development and innovative good design is a prerequisite to the success of higher densities. The perception of lower density can be influenced by skilful design. Clearly defining public and private space and ensuring suitability for purpose will be particularly important where densities are high."

Likewise, TAN 12 advocates varying the density of development 'to create difference in the built form to which residents and visitors can relate and make it an interesting place' (paragraph 5.11.5) which can assist in creating a sense of place.

In this sense, the proposed masterplan has successfully considered and ensured the following key principles:

- that the overall 'neighbourhood' benefits from an appropriate diversity of land uses, community facilities and mix of densities that in combination are capable of sustaining vibrancy.
- Achieves net residential density across the site of at least 35 homes per hectare, with higher density residential and mixed uses located along public transport corridors and in focal areas, lower densities on rural/sensitive edges, and a range of densities elsewhere to meet different needs and create distinct character areas.



An extract of the 'Density Plan' is provided overleaf.



4.10 'PLAY FACILITIES'

The 'play facilities' parameter plan has been devised to provide new and varied opportunities of play across the site. These would include LEAPs and LAPs in accordance with FiT guidelines, all of which must incorporate appropriate equipment as well as incidental space. A generous provision has been identified for this specific site (and notionally identified adjacent) and all corners of the site are capably located within 400m of a play facility which would be centrally located to this development plateau and could be utilised by adjacent residents and the adjacent POS could be accessible by these residents. These locations would tie in with the existing rights of way network which follow strong desire lines and would be a positive feature for retention in any scheme.



LAP / Informal POS	
Possible LEAP	

4.11 'GREEN INFRASTRUCTURE'

Coupled with the above play facilities parameter plan, this 'GI Parameter plan' seeks to retain and enhance the existing GI corridors throughout this site and where possible utilise these links as opportunities for pedestrian links to tie in with the adjacent development opportunities to the north.



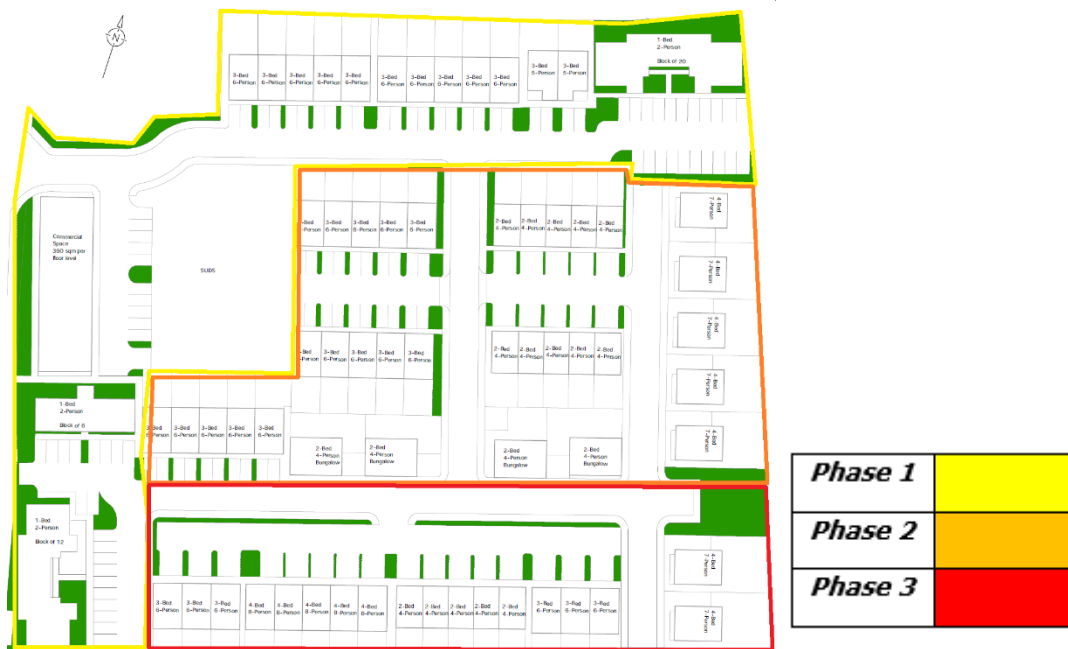
Public Open Space	
GI Corridors	

4.12 PHASING PLAN

The proposed phasing plan is to-date indicative and we would welcome the Council’s observations on what parcels of land should come forward sooner than other. Naturally our suggestions to-date have emanated from the following:

- a) The need to create the main access point and SUDs first and foremost
- b) Creating the initial gateway along the A4063 and into the site (we’d envisage these units to account for the affordable housing provision so would wish to frontload these within the build process).
- c) The first phase would also tie in with the adjacent development to the north and west.
- d) Gently emanate outwards thereafter.

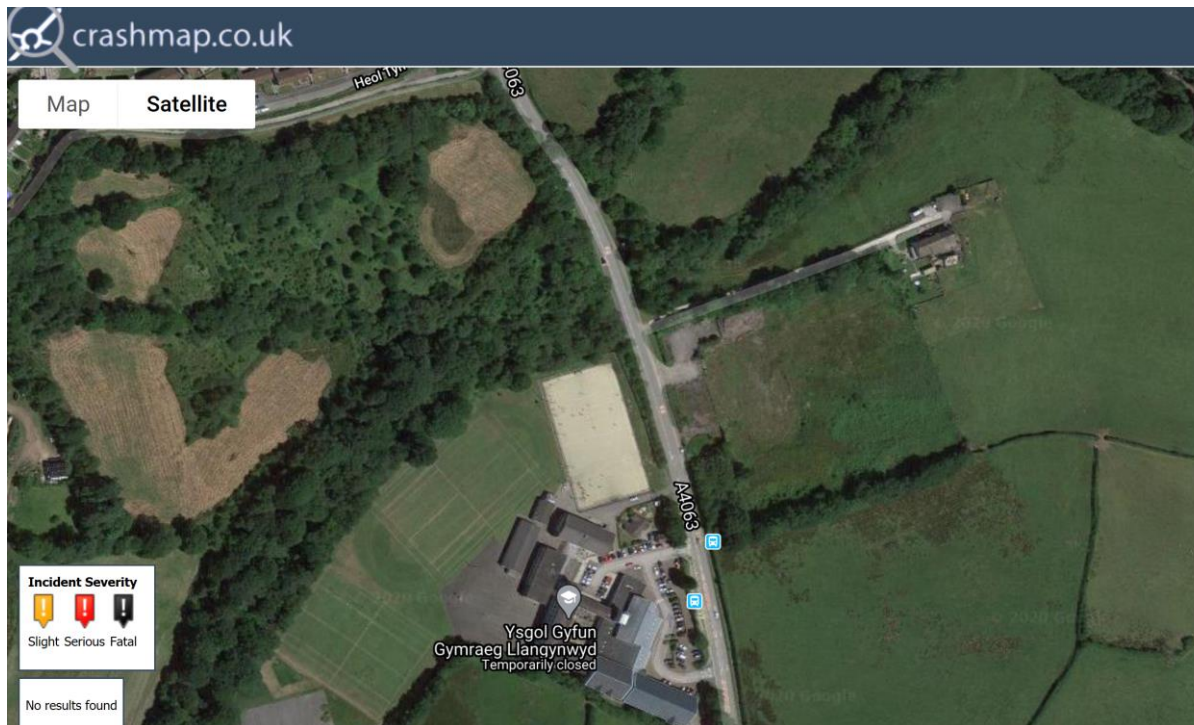
If a swifter build allows for a streamlined phasing process, we’d welcome the ability to build the site out quicker than the indicative phasing plan suggests. An extract of the proposed phasing plan is provided below.



5.0 TRANSPORT ASSESSMENT AND COSTING OF KEY TRANSPORT RELATED INFRASTRUCTURE

Dialogue has been ongoing between the site promoter and the highway authority, and a scope of Transport Assessment has been agreed with highways in dialogue with the promoter's highway consultant (Corun Associates). However, given the Covid-19 scenario and previous 'neutral months' such assessment work and evidence base gathering (such as traffic counts etc) could not be undertaken and unfortunately cannot be undertaken at this juncture. That said, the site's previous uses such as a nightclub, and Petrol Filling station (PFS) which would have seen a high volume of traffic entering and leaving the site on a frequent basis (especially as a PFS use). Therefore, the highway network should, in principle, be able to cope with the traffic generated from this site once constructed.

The highway itself in terms of safety has not seen a registered accident in the previous 4 years (available online), which is positive given the school opposite.



Twinned to the above would be opportunities for improvement, and it is noted that the following would likely be needed and we'd welcome the opportunity of discussing these further with the Highway Authority through the next stages of the LDP process:

1. Improvements to the access point by means of a priority junction (or otherwise);
2. Necessary improvements to footways fronting the site (to be discussed with the Council);
3. Potential for a safe pedestrian crossing (perhaps in Toucan form) at an appropriate point on Bridgend Road to link to the school.

Accessibility

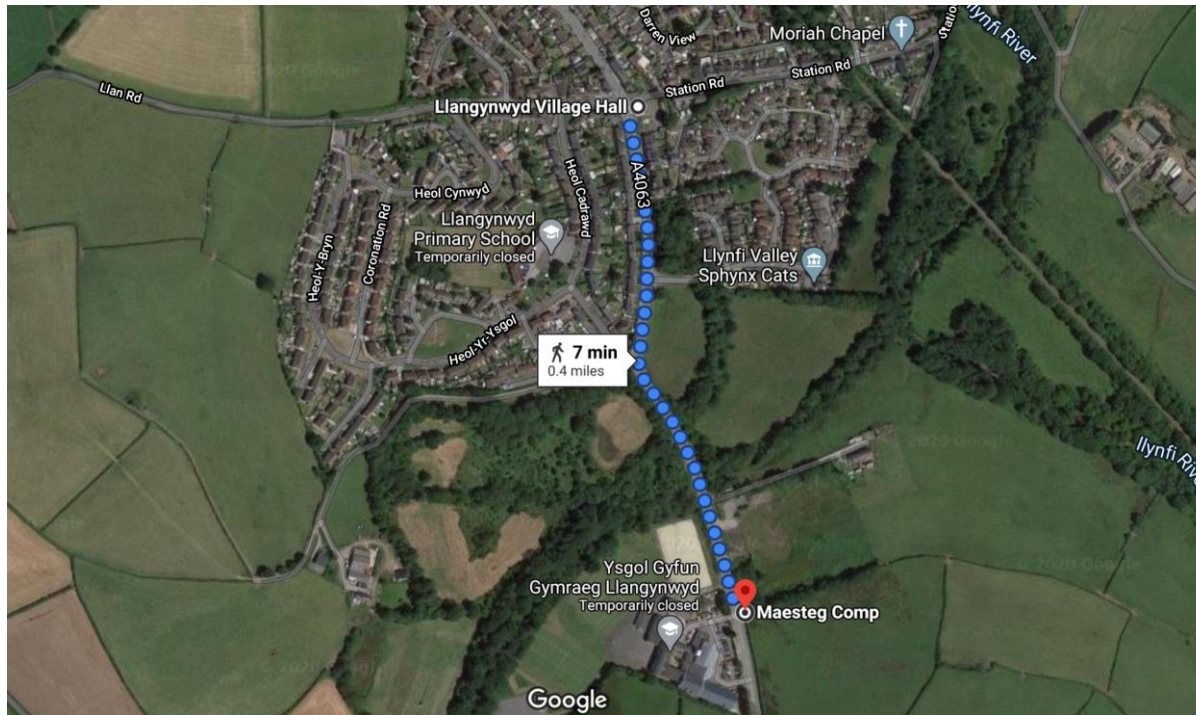
As referred to within the Candidate Site submission and Preferred Strategy representations, the site is located outside of Pont Rhyd-y-Cyff, a 'Local Service Centre', linked to Maesteg and the Llynfi Valley. Maesteg is the second largest town in the County Borough and defined as a 'Key Hub Settlement in the Wales Spatial Plan.

The following services and facilities are located within close proximity of the Candidate Site:

- Within 500m of Pont Rhyd-y-Cyff Service Centre where there are facilities such as:
 - ATM;
 - Premier Store;
 - Llangynwyd Primary School;
 - Railway Inn;
 - Shiloh Church; and
 - Moriah Chapel.
- Ysgol Gyfun Gymraeg Llangynwyd Welsh Medium School – located opposite the site;
- Bus Stops – services 70 and 71 run from a stop located on Bridgend Road just south of the site;
- Garth train station – 2.1km north

The services and facilities in close proximity to the site would facilitate and encourage the growth in both a natural and sustainable manner by allowing and offering easy access to facilities by other modes of travel than the private vehicle.

In terms of accessibility by foot or cycling, main 'cross' of station road and Bridgend road to the north within the village (where the main 'hub' of facilities are sited) is 0.4 miles in walking distance and would be a 7-minute walk via good designated pedestrian footpaths.



Public Transport

As noted above, the site is situated adjacent to, a pair of bus stops along A4063, which are served by the service numbers 70 and 71, providing transport to Cymmer, Bridgend and Aberkenfig (a frequent service which provides approximately 2 buses an hour). In addition, there is a further bus stop within Pont Rhyd-y-Cyff Service centre which provides access to Maesteg via the 37 service.

The site is also located within 2.1km of Garth train station, which is located upon the Maesteg Line from Cardiff via Bridgend.

Vehicular Access

As noted above, there is a direct vehicular access into the site which could be utilised as part of any future development. In terms of the key assessment criteria defined by the LDP process and relevant to an evaluation of this particular issue, the following is considered to be of relevance:

- The site is accessible from the public highway;
- The current highway network would be capable of accommodating the proposed site's traffic movements; and
- The whole of the site is within 800m or less of a public transport access point / active travel route.

Pedestrian Connections

As noted in the above section, in terms of pedestrian connectivity, the site benefits from access to a footway which extends along the western boundary of Bridgend Road and links directly to Llangynwyd. An image of the footway is provided below.



Formal Path on Bridgend Road

Ysgol Gyfun Gymraeg Llangynwyd is also located opposite the site. It is considered that the pedestrian accessibility provides adequate existing facilities to ensure that sustainable methods of transport would be utilised, and any redevelopment of the site could include a crossing point in order to access the school.

However, it is acknowledged that a site wide assessment by means of a Transport Assessment can embellish the above and can further to assess the impact of additional traffic on A4063, and identify Active Travel improvements between the site and Garth station to reduce car dependency.

6.0 NEW SCHOOL REQUIREMENTS (INCL. LAND TAKE AND APPROX. BUILD COSTS)

New school requirements

The quantum proposed at this site and the wider proposed allocation would not levy a need for a specific school on-site. Rather it is expected the overall development would make a financial contribution to the local schools in the catchment. Clarity from the Education Department has been provided to-date, on this site plus the site immediately to the north. The two sites in tandem (with an indicative number of 202 dwellings combined) would generate the following pupil numbers:

- Nursery – 10 pupils
- Primary – 66 pupils
- Secondary – 40 pupils
- Post 16 - 8 pupils

Therefore, a relevant financial contribution would be required to fund appropriate school modernisation or provision of new classrooms to meet immediate demand. As the above caters for two sites, this promotional party would be required to contribute to half of the above and therefore a contribution as follows (based on the currently adopted SPG):

Education contribution (based on emerging SPG formula) - £2,825,012

Nursery Contribution:

$$£18,599 \times 10 = £185,990$$

Primary Contribution:

$$£18,599 \times 66 = £1,227,534$$

Secondary Contribution:

$$£29,406 \times 40 = £1,176,240$$

Post-16 contribution:

£29,406 x 8 = £235,248

TOTAL - £2,825,012

On the basis of the above, this site promoter would be required to provide a pro-rata amount (half on this occasion) at **£1,412,506**

7.0 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Whilst it is acknowledged that a detailed Landscape & Visual Impact Assessment has not been undertaken to-date, and again acknowledging the site it located within a Special Landscape Area – as above, the baseline assessment for this site as part of the wider strategic opportunity is that the site is fundamentally considered to be previously developed land. This has been unequivocally stated and covered within the Candidate site submission on behalf of the site promoter. With that stated, the appropriate design and development of this site as a standalone can be suitably achieved with minimal material affect upon the Special Landscape Are and would be marked improvement on the quality of the land visible at site as present.

Trees

It is acknowledged that there are some trees on the site along the northern and southern boundaries – please see image below:





Southern Boundary of the Site

It is considered that these could be retained as part of any redevelopment of the site – if the quality was assessed as being of value. It is understood these trees are not protected under TPOs however, this is an element of the site that would be assessed as part of any subsequent application but would be fundamental in maintaining a 'rural edge' to the proposed strategic opportunity and maintain equilibrium with the special landscape area, thus minimising the impact of any proposed development at this location upon the special landscape area.

In addition, the topography of this specific part of the overall site is flat lying land, whilst it is acknowledged the land to the immediate East of this specific site is visible from the east owing to the steep gradient towards the river

A series of images are provided below of a views North, South and East of the site from primarily public vantage point (as depicted on the map below too). It is clear that the site in question is not materially visible from long distance views and primary publicly accessible vantage points.



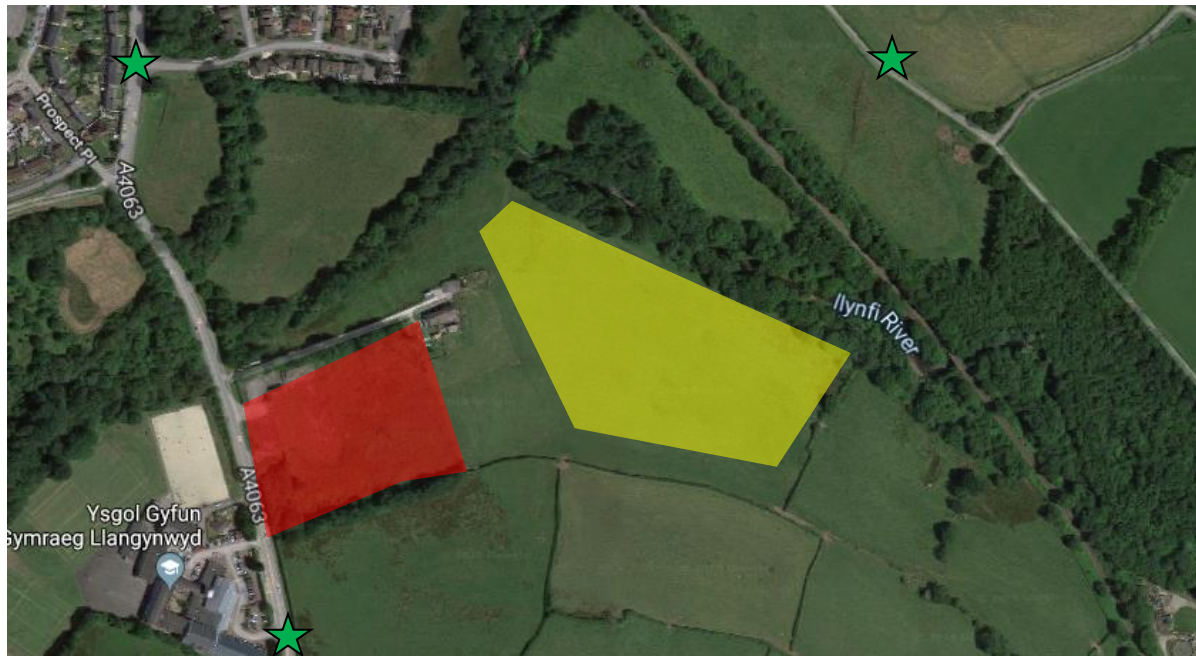
View from South on A4063



View from East of Llynfi River



View from North from Bridgend Road



Key:

- Promoter's site
- Visibly Sensitive Land
- Vantage Points



It is therefore considered that the site is appropriately shielded from long distance views from the North, East and South owing to the natural factors of existing vegetation and the topography of the land. In fact, the only points visible from the east are the electric pylons which are situated circa 100-150m east of the site. Therefore, the proposed development site would not materially impact the landscape.

8.0 GROUND CONTAMINATION INVESTIGATIONS

The site was previously a petrol filling station and de-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These Reports confirms that there is no contamination on the site which would be of concern to human health.

Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was reduced likelihood of former groundwater monitoring wells.

Copies of these reports have been sent previously but can be re-sent if needed.

9.0 HABITAT SURVEY (PHASE 1)

I&G Ecology have attended the site on 20/04/2020 to undertake a phase 1 habitat survey to feed into this process. A copy of their report supplements this submission. However, in summary, their report concludes that the combination of desk and field surveys undertaken at the proposed development site identified that the majority of the area within the planning site boundary has negligible ecological value (brownfield). However, the scrub and trees have higher ecological interest, supporting a more diverse range of species and are likely to provide nesting opportunities for birds, cover for small mammals and invertebrates and flight lines for bats. The periphery of the site is considered to have greater ecological value and it is led to the design process of retaining all and any boundary vegetation.

With respect to adjacent or nearby designations, section 3.1.10 of the I&G's report confirms there is an adjacent SSSI – Cwm Du woodland which is 936m to the north. This designation is separated from the site by the village. **No negative impacts are anticipated on this designated site.** (GJP Emphasis)

Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. At this stage, there were no 'show-stoppers' found, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

10.0 DRAINAGE STRATEGY

A specific drainage strategy has not been undertaken to-date, although the results of the previous ground contamination report and SI report have been taken into account.

Through the various de-contamination processes the site has undergone since the decommissioning of the PFS unit, the former petroleum tanks have been removed from site and this space backfilled with topsoil and loose filling. This particular backfill has been identified as a natural soakaway and the masterplan has taken this asset into account in the layout by promoting to area of attenuation and subsequent infiltration here. This, coupled with the provision of on-site informal POS would form a natural green and blue infrastructure centre with positive biodiversity benefits and a surface water system that naturally percolates into the ground.

11.0 UTILITIES STRATEGY

Policy Context

With regard to the provision of infrastructure for strategic sites, we refer to National guidance afforded in the Development Manual (March 2020) and in particular paragraph 5.109 which states :

National planning policy (PPW) states the provision of adequate and efficient infrastructure to deliver the plan is essential. Infrastructure can be broken down into two elements: public utility infrastructure provided by statutory bodies, and on/off site policy requirements/mitigation measures required to make development acceptable. Both elements should be combined to provide an overall assessment of infrastructure necessary for the implementation and delivery of sites and the plan. Where there are costs associated with infrastructure requirements, for example, access improvements or the provision of affordable housing, these should be factored into a viability assessment.

The LDP should clearly indicate when proposals and allocations are expected to come forward, links to any required infrastructure, identify necessary infrastructure improvements and clearly state who will be responsible to fund such improvements at what point in the plan period to facilitate development.

Furthermore, paragraph 5.110 states:

The provision of public utility infrastructure, including water supply, sewerage, broadband, electricity and gas, is an important part of creating sustainable communities. Development should be located and implementation planned in a way which allows for the most sustainable use of existing and future infrastructure improvements.

Given the sites location and previous uses, there are known existing connections at the site (Gas, water, foul connections). Notwithstanding this, the site's in close proximity to existing built form (the school opposite) and the settlement of Llangynwyd it is considered that appropriate water, gas and other utility connections can be made to the site. It is likely that some of these services already exist as they supply the existing dwelling to the immediate north-east of the site.

Utility Provision

Referring to the Development Manual in the first instance, paragraph 5.114 is of importance to refer:

*"The initial stage of involvement will commence once the call for candidate sites has been completed. LPAs should not present a specific consultation body with long lists of candidate sites for comment. Candidate sites should be sieved and prioritised so the focus is on those sites with a reasonable possibility of being allocated, in line with the evolving strategy and assessment methodology. **Infrastructure providers are expected to respond positively and in a timely manner offering advice on development proposals, infrastructure capacity/opportunities and timing of upgrades/requirements.** Agreement between both parties through the preparation of SoCG, refined as work on the plan progresses, can be a useful tool to evidence the delivery/timing of*

infrastructure necessary to support the plan. This should be clearly articulated in the evidence base with core elements/requirements necessary to be delivered made clear in the plan. The specific consultation bodies may have guidance notes in this respect and LPAs should have regard to those in their involvement programme.” [GJP Emphasis added]

To-date no formal consultation response from Utility providers has been issued (we know of) or shared to the promotional party. Whilst of course we are liaising directly, providers should have, in accordance with the Development Manual provided their comments on the candidate sites.

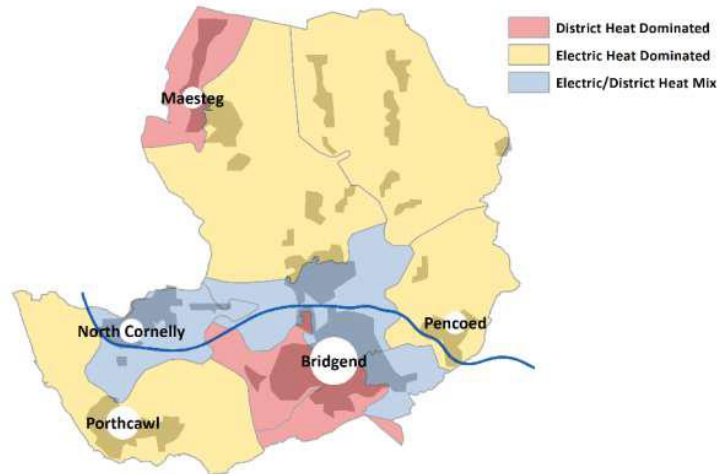
Further enquiries are being made to other utility providers, however at this time of Covid-19, dialogue is taking a lot longer than initially anticipated. We will look to embellish this section separately when we receive formal responses.

However, as above, given the scale of the overall site (a circa 500 unit residential-led strategic site), and this forming a modest proportion of 100 units (circa) twinned with lack of significant constraints and its part previously developed land status and minorly greenfield nature, the site can capably accommodate necessary infrastructure improvements to connect the site accordingly.

12.0 RENEWABLE ENERGY STRATEGY

Referring to the Bridgend Local Area Energy Strategy, Bridgend County Borough Council has a vision to transition from the current national centralised energy system to a future low carbon decentralised energy system that works for its people, communities and businesses.

Referring specifically to Figure 1.1 of the report which outlines the options and choices for future energy networks in specific areas of Bridgend investigated, the area the site falls within (Llynfi Valley) is identified in an Electric Heat Dominated area for what the dominant domestic heating system will be by 2050. Extract of figure 1.1. is below.



This approach is something the site promoter is keen to promote early on, through a variety of opportunities and mainly through the potential of home specific generators or such for the site alone. This is expanded in a little more detail below.

Construction

In terms of a concept, the promoter is seeking to achieve "Zero carbon /Passivhaus" standards. No Natural gas will be utilised, and all heating and power demand will be met by using renewable technologies, some of which are listed below:

1. InsulHub foundations providing a fully insulated system with integral facilities to provide underfloor heating from solar thermal panels. Domestic Hot Water will also be provided by solar thermal panels.
2. Isotex walls providing exceptional insulation properties with values as low as u 1.1.
3. Mechanical Ventilation Heat Recovery system (MVHR) to ensure heat is efficiently used and also ensures that the air quality within the house is first class without any chance of cold spots.
4. There are many options for power generation including tried and tested solar PV in conjunction with battery banks and heat pumps. Our desire to see true carbon negative housing solutions has become finally realisable with the advent of magnetic generators promising networkable packets of 10Kw / house (more than adequate for the average household)the excess electricity would be sold back to the grid . We are already partnered with the premier supplier of these units which are expected to be delivered in Q1 2021.
5. District Heating ... all the above technologies are easily integrated into district heating schemes with very minor changes.

The technology surrounding the low / negative carbon developments is a rapidly changing marketplace but we are comfortable in knowing that our designs will ensure that we maintain a future proof lead be it with solar , heat pumps , magnetic generation or blue gas.

Given the scale of the proposed site, it could easily accommodate communal energy systems which share heat or power (or both) from a central generator across whole developments.

Such costs have been factored into the viability inputs which have been updated for this stage.

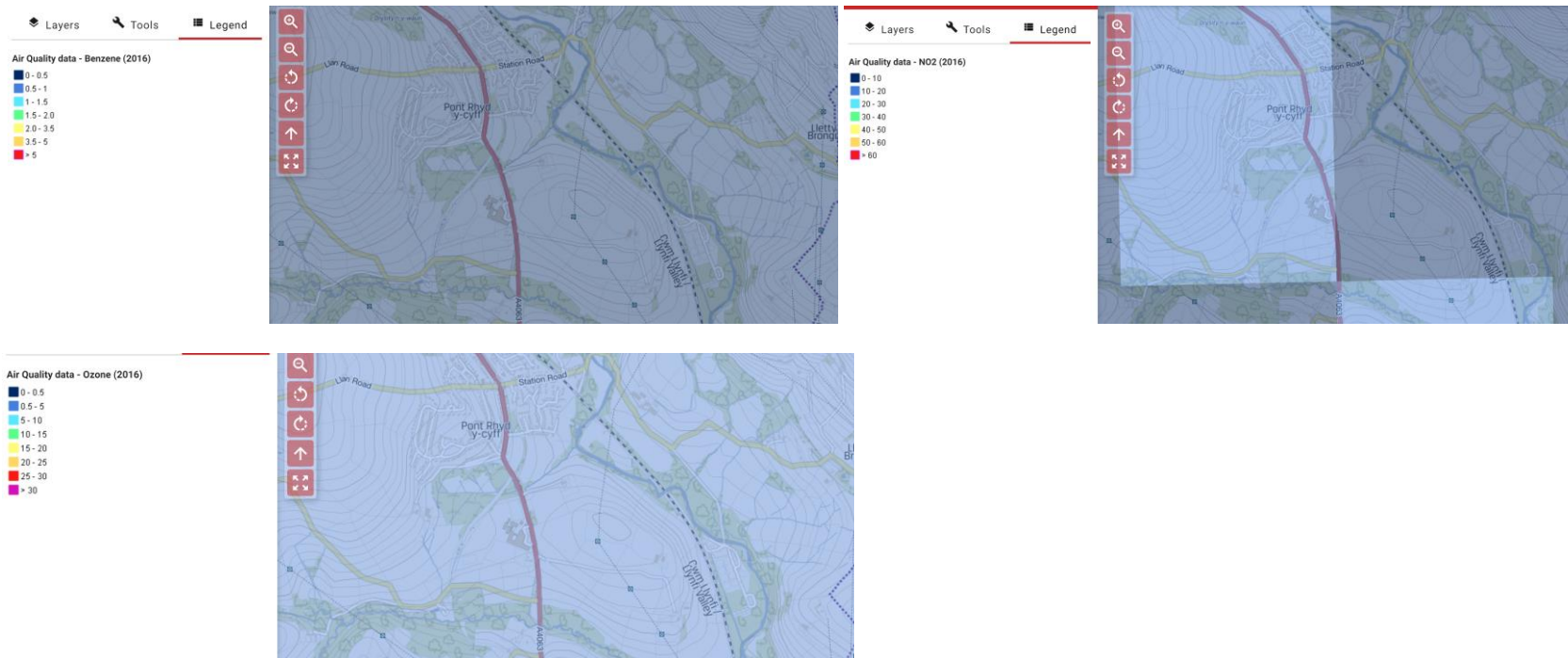
13.0 AIR QUALITY ASSESSMENT

This particular piece of assessment work unfortunately cannot be completed at this time owing to the restriction invoked by the Covid-19 scenario. The lack of vehicular travel at this time, means there is not a relative or realistic volume of traffic on the roads. This would therefore give rise to 'false' readings of traffic survey analysis. This false data would not robustly evidence traffic flows, emissions etc to warrant and justify appropriate mitigation or whether there would be any material harm.

It is understood that WAG and Shared Regulatory Services would not accept data at this time and we need to await lockdown 'easing' before appropriate survey data can be established.

However, in the absence of the above predictive maps can be sourced online and are provided below for ease to outline the emission rate of the A4063.





As illustrated above, the site and its surrounds are not considered to be within an area of adverse air quality impacts. The most affectious to humans would be vehicle pollution in NO2 levels, which are very low and not considered to be anywhere near a hazardous level. On this basis an Air Quality Assessment is not needed to be undertaken at this stage nor at application stage.

14.0 HEALTH IMPACT ASSESSMENT

Referring initially to the development Manual (Edition 3 – March 2020) and specifically paragraph 4.16 which states:

The Public Health (Wales) Act 2017 requires a Health Impact Assessment (HIA) to be carried out by public bodies to assess the likely effect, both short and long term on physical and mental health. Regulations will be produced (yet to be published) to specify when an HIA is required and how it should be undertaken. LPAs will need to have regard to any further legislation (Regulations) and guidance in this respect.

Paragraph 4.17 states:

The HIA process provides a systematic, yet flexible and practical framework that can be used to consider the wider effects of local and national policies or initiatives and how they, in turn, may affect people's health. The SEA Directive (Annex I (f)) requires human health to be considered as part of the assessment of environmental effects. The health component of an SEA can be broadened to include both physical and mental health objectives of an HIA. Public Health Wales has published 'Creating healthier places and spaces for our present and future generations' (2018) which focuses on six priority areas³ of the built and natural environment that can positively impact on health and well-being, and support delivery of the well-being goals. Further guidance is also available in 'Health Impact Assessment, A Practical Guide' (Wales Health Impact Assessment Support Unit, WHIASU).

Whilst a formal HIA has not been undertaken in a standalone report, we have prepared this section to cover this element and taking into account the two paragraphs above and associated documents referred to within.

Public Health Wales Creating healthier places and spaces for our present and future generations' (2018)

Specifically, this document focuses on six priority areas of the built and natural environment that can positively impact on health and wellbeing. These are:



Each point is responded to in turn below.

- ***The walking and cycling infrastructure***

Referring to the transport and accessibility work undertaken to-date the site, despite not being developed has opportunities for connections through good existing footway links.

The proposal would see these links enhanced and new connections made through a series of internal links, opportunities to enhance the existing frontage walks to frontage cycling / footway links at 3m in width along the A4063.

There is an opportunity to connect to the existing PROW network in the field to the north of this promoter's parcel which would link both developments, improve desire lines and potentially provide a link to the old railway station on Station Road.

- ***open green /blue spaces and green infrastructure***

Referring to the work undertaken the existing Green Infrastructure would be retained as best it can and embellished accordingly. Linking this with appropriate green walkable corridors (which links to the above point) and blue areas of rich biodiversity areas which would form a focal point or destination for residents to reach for their informal and recreational use. The site would look to accommodate a dedicated area of public open space which would be primarily informal in its nature and would bring together the Green and Blue Infrastructure of the site and associated biodiversity enhancements of such features.

- ***the food growing and retail environment***

The proposed masterplan has initially suggested and de-lined a proportion of land for a community use or retail function. This could be linked to local growing businesses if so desired, but an on-site provision of facilities would not only support the immediate residents but those of the wider portions of land too. There could be opportunities for allotments on other parcels of land in the vicinity which are more ecologically sensitive that could provide an overall balance of community use to the proposed development.

- ***community, health and social care services provided from local facilities***

Whilst these uses are not explicitly conveyed or agreed yet, again the proposed the masterplan outlines a specific zone for the proposed retail function which would be a higher density area that would contain a mix of ground floor uses such as – retail, café, office, healthcare provision (dentist, GP, Chemist etc) with residential uses on 1st 2nd and potentially 3rd storeys above. These flexible use spaces could capably accommodate the community needs across the spectrum. At this stage maintaining flexibility for the uses is key to ensure that one day, market dependant, the uses if needed can capably be fitted into the building design (which they would be designed so in any event).

Specific social care uses could be factored into the built form by means of a demographic specific house type i.e. bungalow or other appropriate facilities such as care or other.

- ***low levels of air pollution***

the street hierarchy plans would need to cater for a specific 'spine' road, however the road and street treatment would be twinned with GI, pedestrian and cycle accessibility. This would ultimately ensure the streets flow at a lower speed which would initially assist in pollution reductions. Furthermore, having good provision of other means of modal links i.e. walking and cycling would promote leaving the car at home which would again have a positive affect on the pollution in the air.

Strong GI and rich biodiversity would naturally assist in a natural filtration process, and would reduce exposure to the air pollution produced by vehicles (i.e. exposure to lower levels of nitrogen dioxide and particulate matter and/or exposure for shorter periods of time).

Vegetation at smaller scales – street scale – can be used to control the flow/ distribution of pollutants by controlling their dispersion: the transport of pollutants by the wind away from the source and dilution with cleaner surrounding air. There is no 'one size fits all' intervention (and the effects are highly localised) but the right green infrastructure in the right place can reliably reduce exposure to air pollution. A vegetation barrier can as much as halve the levels of pollutants just behind the barrier.

At application stage, an appropriate GI Strategy can be devised to take this aspect into account.

- **building design.**

This particular section is relevant to the previous 'renewable energy strategy' which outlines a series of build concepts that can be undertaken to ensure that buildings are built in the most sustainable manner and are insulated, warm, naturally lit and well ventilated homes. These simple design principles can help improve general health and well-being, reduce respiratory conditions, improve mental health and reduce health inequalities.

In terms of other 'buildings', it is known that well designed buildings can improve the well-being, productivity and satisfaction of people working in a building, while reducing operational costs, enhancing asset value, and increasing market demand for spaces. Design characteristics that are thought to enhance health and well-being include attractive, visible and signed stairwells; provision of cycle storage and changing facilities; appropriate use of colour; and minimised car parking space. This reverts back to the series of parameter plans in that the neighbourhood centre is situated in an area of lower parking provision, but with excellent pedestrian and cycle links and ample public realm to create a functional heart to the development.

Overall

On the whole, it is considered that the site would confirm with the Welsh policy and legislative agenda, including the Well-being of Future Generations (Wales) Act 2015, the Environment (Wales) Act 2016, the Public Health (Wales) Act 2017, the Active Travel (Wales) Act 2013 and the revision of Environmental Impact Assessment Regulations (2017), are supportive of the built and natural environment promoting health and well-being. By complying with :

- Four of the Well-being of Future Generations Act goals - 'A prosperous Wales', 'A resilient Wales', 'A Wales of connected communities' and 'A globally responsible Wales' - specifically mention the role of the environment in promoting well-being. These goals contribute to the goal, 'A healthier Wales'.(1)
- The Natural Resources Policy (NRP)(2) under the Environment (Wales) Act 2016 states that Wales' natural resources provide opportunities to:
 - Support successful, sustainable communities;
 - Promote green growth and innovation to create sustainable jobs;
 - Support a more resource efficient economy; and,
 - Maintain healthy, active and connected communities.

As evidenced through the above and series of open plan parameter plans, opportunities for pedestrian connectivity and general significant provision of open space for easy access to existing and future residents which would stimulate and enhance mental, physical and social well-being for current and future residents.

15.0 FLOOD CONSEQUENCES ASSESSMENT

Referring to the Development Manual (Edition 3 – June 2020), and specifically paragraph 3.53 which states:

*"A Strategic Flood Consequence Assessment (SFCA) should accompany a proposal where there **may be flood risk issues**. An SFCA is usually made up of three stages, with more detailed assessments required as candidate sites are progressed through the plan making process. The evidence will need to demonstrate how flood risk issues do not impact on the delivery of the site, **particularly if a residential use (Class C3 or C4) is proposed, which, if in a C2 flood risk category, would be contrary to national policy.**" [GJP Emphasis]*

Referring to the previously submitted reporting by GJP, and referring to the NRW DAM Maps the site is not located in a flood risk zone.



Extract from NRW Flood Map

Development will be located away from this area of land and confined solely to areas within DAM Zone A (Areas at little or no risk of flooding). Areas at high risk of flooding are to be confined to uses which are of low vulnerability to flooding, such as Public Open Space or SuDS.

An FCA may be required to assist that assessment but that is a matter for the Local Authority to address. For this reason, an FCA is not considered necessary at this time as it is not a fundamental constraint to the site and the designation has been designed out as per the constraints and masterplan.

16.0 VIABILITY ASSESSMENT

Referred to the Development Manual, particular to paragraph 5.84 which states:

To support delivery of the plan, site specific viability appraisals should be undertaken for those sites which are key to delivering the plan (the size threshold can vary between LPAs). An appraisal will enable more detailed information to be taken into account having regard to the site specific details. The preferred approach is for this to be done in conjunction with a site promoter who has access to the detail, or conversely through more detailed modelling with site specific assumptions. Much more insight can be gained which can result in refined affordable housing targets, as opposed to the broader area identified in the high level appraisal. The two are not contradictory, rather the site specific being a refinement of the high level appraisal This should be undertaken as early as possible.

Site Specific Viability Appraisals

Paragraph 5.94 of the Development Manual States:

Viability appraisals for key sites in the plan will provide more detail and certainty than a high level testing approach. They offer the opportunity to better reflect more local circumstances within the broader market/sub-market area as well as some known costs, rather than a notional approach.

Whilst paragraph 5.97 states:

It is recognized the level of information provided may be variable and dependent on where the site is in the development management process and the willingness of the landowner/developer to engage. It is imperative that as much information as possible is provided by all relevant parties to ensure sites can be delivered and included in the development plan. Where it has not been possible to obtain the necessary information it may be appropriate to exclude them.

In light of the above, the promoter has been in dialogue with an appropriately qualified party to prepare the necessary Viability reporting for the Local Authority at this stage. This is attached in **Appendix A**.

This submission is caveated in that this is still an initial appraisal, and should any queries be raised we'd welcome the opportunity to discuss these in further detail. With this also noted, we note a strategic site model for the site as a whole will need to be undertaken and we'd welcome the opportunity to be part of those future discussions on the site-wide viability.

17.0 LAND OWNERSHIP

The site promoter for this parcel of land are committed to progressing this part of the strategic opportunity and are continuing to expand the necessary inputs as discussed through meetings with the Authority to-date. Dialogue is taking place between ourselves as Agent and the acting Agent on the land to the immediate north of this parcel. Discussions are a little slower at the time owing to the result of Furlough under Covid-19, however we wish to formally state on the record that we as a promotional party are more than happy to discuss with the other land promoters an holistic approach and would thoroughly welcome a whole site-wide meeting with the Authority (Virtual or Physical). The approach presented as part of this document wishes to be associated with the wider strategic opportunity and ties in with the existing network of footways, roads etc which illustrates the sites can harmoniously come together.

18.0 SUMMARY & CONCLUSIONS

In light of the above, and the enclosed, all landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development, in conjunction with the adjacent landowners. This approach if followed and carried through as part of the masterplanning process during later stages, but has taken place initially through this document and has been successfully conveyed in both written and illustrative form in this prospectus.

The masterplan has fully assessed and designed the development to ensure the sustainable placemaking objectives of PPW10 are considered and are fundamental components of the approach to bringing forward development at the site.

In short, the prospectus has successfully evidenced:

- The site has been scrutinised as part of an initial baseline assessment of multidisciplinary consultants with a track record of promoting and leading strategic sites to Outline and Reserved Matters approval and subsequent commencement on site.
- The assessment work undertaken has not identified any materially significant or detrimental constraints that cannot be satisfactorily overcome.
- The proposed Masterplan fully adheres to the placemaking principles set out in PPW 10 and fully responds to the various Health and Well-being objectives of PPW 10 and other national guidance.
- Legible options for linkages to the village of Pont-Rhyd-Y-Cyff;
- Is a viable site that can make a meaningful contribution in terms of housing provision, opportunity for non-residential uses; promote health & well-being with the vast amounts of POS provided and opportunities for engagement with nature amongst much more.

We consider that the information contained within this consultation response should provide sufficient evidence to support the approach of the Preferred Strategy of seeking to allocate the land for a mixed used development during the Plan Period to 2033.

19.0 APPENDICES

- a) Elev8 Land Viability Appraisal