
Craig-Y-Parcau, Bridgend

**Candidate Site Assessment Stage 2
Supporting Statement**

Replacement Bridgend Local Development Plan 2018 to 2033

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Prepared for:

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Contents

1. Introduction	1
2. Site Overview	3
3. Proposed Development	6
4. Environmental Considerations	10
5. Technical Considerations	12
6. Sustainability and Wellbeing	15
7. Deliverability and Viability	17
8. Conclusions	18
Appendix 1 - Proposed Masterplan Document	19
Appendix 2 - Renewable Energy Strategy	20
Appendix 3 - Utilities Strategy	21
Appendix 4 - Ecology Appraisal	22
Appendix 5 – Landscape Note	23
Appendix 6 - Transport Strategic Appraisal	24
Appendix 7 – Drainage Strategy	25
Appendix 8 – Health Impact Assessment	26

1. Introduction

- 1.1. This Statement has been prepared by Savills on behalf of HD Ltd in response to Bridgend County Borough Council's (BCBC) letter dated 17th December 2019 with regard to the Candidate Site Assessment Stage 2 as part of the preparation of the Replacement Local Development Plan (LDP) and a further letter received from BCBC on 13th May. It also follows useful and positive engagement between BCBC and HD Limited (and its Project Team) in relation to the LDP process.
- 1.2. With the Stage 1 Call for Sites having taken place in November 2018, the BCBC letter related to those sites that are to progress to Stage 2 of the Candidate Site Assessment process and requested the submission of additional technical documentation focussed on specific characteristics of sites to demonstrate their suitability for allocation and that they can be successfully delivered.
- 1.3. The further letter, dated 13th May 2020, made a request for additional information and the clarification of matters that were provided by HD Ltd in response to the December 2019 letter. As such, this version of Stage 2 Supporting Statement is an update to an earlier version submitted in April 2020 and relates only to land at Craig-y-Parcau. A separate report is provided with regard to land at Island Farm which Craig-Y-Parcau is well related to.
- 1.4. It is noted that Welsh Government Guidance in its Development Plans Manual Edition 3 (March 2020) makes it clear that the LPA must use the candidate site process to gather suitable evidence to robustly demonstrate the deliverability and financial viability of sites. This report collates this evidence to demonstrate that, land at Craig Y Parcau is deliverable and financially viable in order to be considered in the deposit LDP. This Statement is therefore structured as follows:
 - **Section 2** describes the Site and summarises its planning history;
 - **Section 3** outlines the development proposals, and presents the masterplan for Craig-Y-Parcau;
 - **Section 4** addresses environmental matters, considering ecology, landscape, agricultural land, and ground conditions;
 - **Section 5** addresses technical matters, considering highways, drainage, and air quality;
 - **Section 6** overviews the Site and the proposed development's sustainability credentials;
 - **Section 7** deals with deliverability and viability matters; and
 - **Section 8** provides a summary and conclusion.

- 1.5. The extent and scope of this submission, and the technical and environmental evidence that is enclosed within it, has been informed by correspondence from BCBC and discussions with Officers to reflect the site's opportunities and constraints. A pragmatic approach has been taken to the level of information provided at this stage in order to be able to clearly demonstrate site deliverability and suitability. Further investigations and clarity may be provided at a later date, as and when the masterplanning process progresses.

2. Site Overview

Introduction

- 2.1. This section of the Statement describes the Site and considers its surroundings, before summarising its planning history. Detailed consideration of any physical constraints to development of the Site (i.e. ground conditions, access, biodiversity etc) is provided in sections 4 and 5 of this Statement.
- 2.2. The below map extract shows the location of Craig-Y-Parcau as well as to key relevant services and facilities within the settlement of Bridgend:

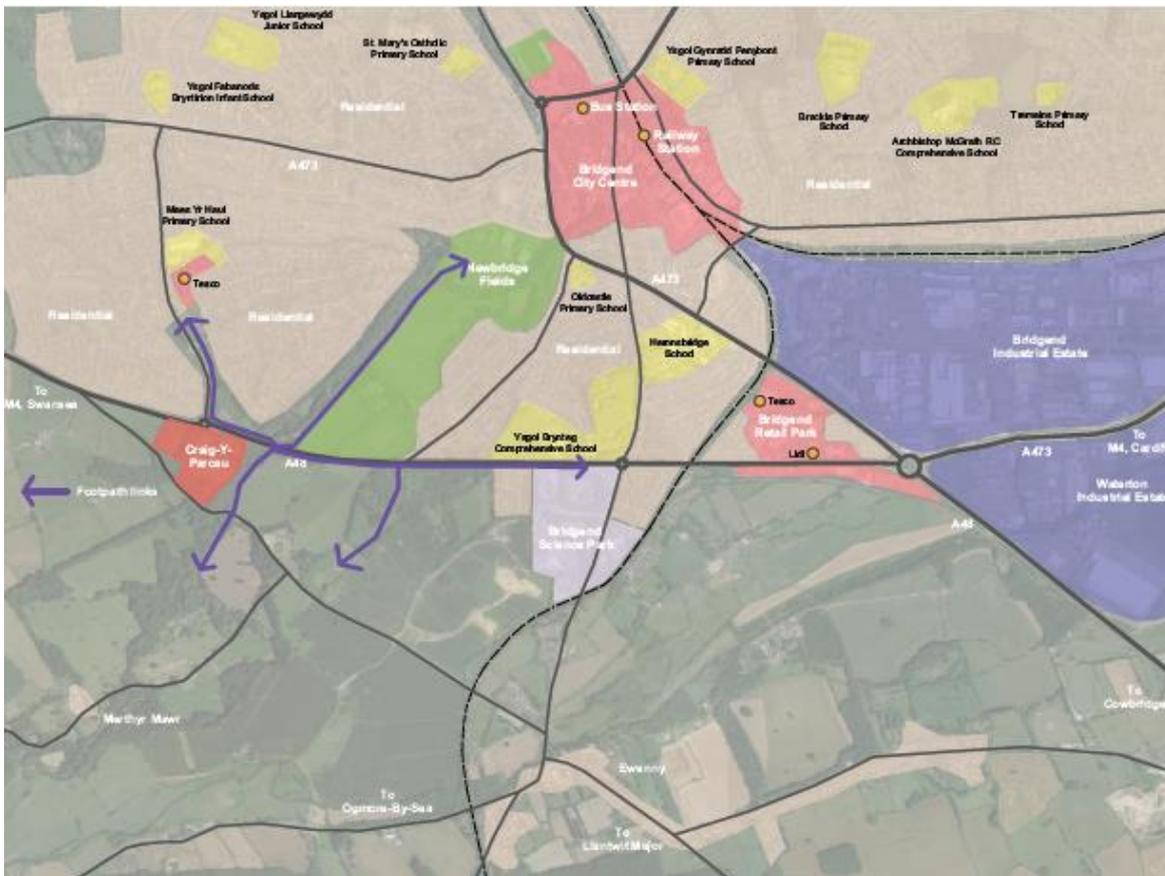


Figure 2.1: Site Context Plan

- 2.3. Craig Y Parcau consists of a 6.6ha parcel of land bound to the north by the A48, to the east by River Ogmore (and a public footpath running adjacent to it), to the south by New Inn Road, and to the west by mature trees. It is well screened from views from all directions due to strong tree and landscape infrastructure. This is shown in the aerial photograph below:



Figure 2.4: Craig Y Parcau Aerial Photograph

- 2.4. Running north / south through the centre of the site is a narrow 'ravine' holding a stream watercourse which acts to split the site. The western part of the site slope towards and drains into this. This part of the site is predominantly grassland.
- 2.5. The eastern slopes towards the ravine as well as from north down to south. The eastern part of the site consists of a large area of grassland as well as the former Craig Y Parcau boys home and the former Ty Afon former boys home which together have a combined floorspace of approximately 2,500sqm. These buildings are currently vacant and derelict, as was the former Llanerch Residential Home which was demolished for health and safety purposes following extensive fire damage. Part of the site is therefore previously developed land.
- 2.6. Land at Craig Y Parcau is free from constraints that could preclude its development. It is not subject to any local or national statutory ecological or landscape designations. There are no listed buildings on the site, albeit there are two Grade II listed structures and a Scheduled Ancient Monument to the south east, approximately 200m from the centre of the site site.
- 2.7. The site is within Flood Zone A with the exception of a small strip adjacent to the River Ogmore (where no development is proposed) which is within Flood Zone B and Flood Zone C2.
- 2.8. The planning history associated with the site is limited to two applications, one from 2006 and another from 2007 for the demolition of the existing buildings on the site and the erection of six (ref. P/06/1473/OUT) and three (ref. P/07/1367/OUT) homes. The 2006 application was withdrawn and the 2008 application was refused.

Suitability of the Site for Development

- 2.9. The Site is clearly suitable for development, because:

- It is sustainably located on the southern fringe of Bridgend, a settlement that is positioned at the top of the settlement hierarchy, reflecting the levels of services and facilities that are available within it;
- It is free from constraints that could preclude development, and is not subject to any statutory designations;
- Suitable vehicular access from the A48 at the Broadlands roundabout;
- It is well related, and well connected, to Island Farm, a site that is also being promoted by HD Ltd which, due to its size, will provide a 1 FE primary school, a greater range (and larger amounts) of public open space, and a modest commercial area; and
- Further, the site is highly accessible by a range of means of public transport, and by foot/bicycle. It has good access to Bridgend railway station.

3. Proposed Development

Placemaking

- 3.1. At the core of Planning Policy Wales (Edition 10) (December 2018) is the principle of placemaking. A key national priority is to deliver high quality, sustainable places, through a placemaking approach which should be at the forefront of plan making. Placemaking is considered a key element to deliver on the aspirations of the PPW and drive plan-making and development management decisions given that it is seen as a way of delivering on the wellbeing goals and creating high quality sustainable places. Placemaking should consider and respond to a site's unique characteristics to create an attractive, sociable, accessible, active, secure, welcoming, healthy and friendly place.
- 3.2. In the preparation of plans, and the allocation of land for development, a placemaking approach will identify key design parameters and cumulative infrastructure requirements of development across the wider area to inform policy and site specific allocations. On a site specific level, development plans are expected to contain concept / schematic frameworks, design principles and infrastructure requirements for key sites. A masterplanning approach is one of the placemaking tools advocated by the Welsh Government in the Development Plan Manual 3 (Consultation draft, 2019) and is an approach proposed for this Site.

Indicative Masterplan – A GI-led Mixed Use Development

- 3.3. To this end, a Proposed Masterplan Document prepared by Roberts Limbrick (and enclosed at Appendix 1) provides an indicative masterplan and addresses the nine masterplanning matters requested by BCBC Officers in its letter dated 19 December 2019. The masterplan (updated June 2020) has been prepared following dialogue with BCBC and has been updated to take on board feedback received from BCBC following the April 2020 submission. The masterplanning process has holistically considered the potential for land at Craig Y Parcau to be delivered alongside proposals at Island Farm.
- 3.4. The aim of the indicative masterplan is to respond to the principles of placemaking to deliver a high quality, sustainable, and unique place. The Site is characterised by strong landscape boundaries and is framed by Merthyr Mawr to the south and the proposition is to respond to this context by delivering an landscape led master planning approach. The development has placemaking as its focus and that is a product of the site itself: a bespoke and specific place with a robust structure that is a product of the Site and its issues and opportunities. Proposals for a residential-led mixed use development including a FE primary school, a greater range of forms of public open space, and a modest commercial element are being progressed and the masterplan seeks to ensure a high level of connectivity between the two sites.
- 3.5. The masterplan for Craig Y Parcau is replicated below:

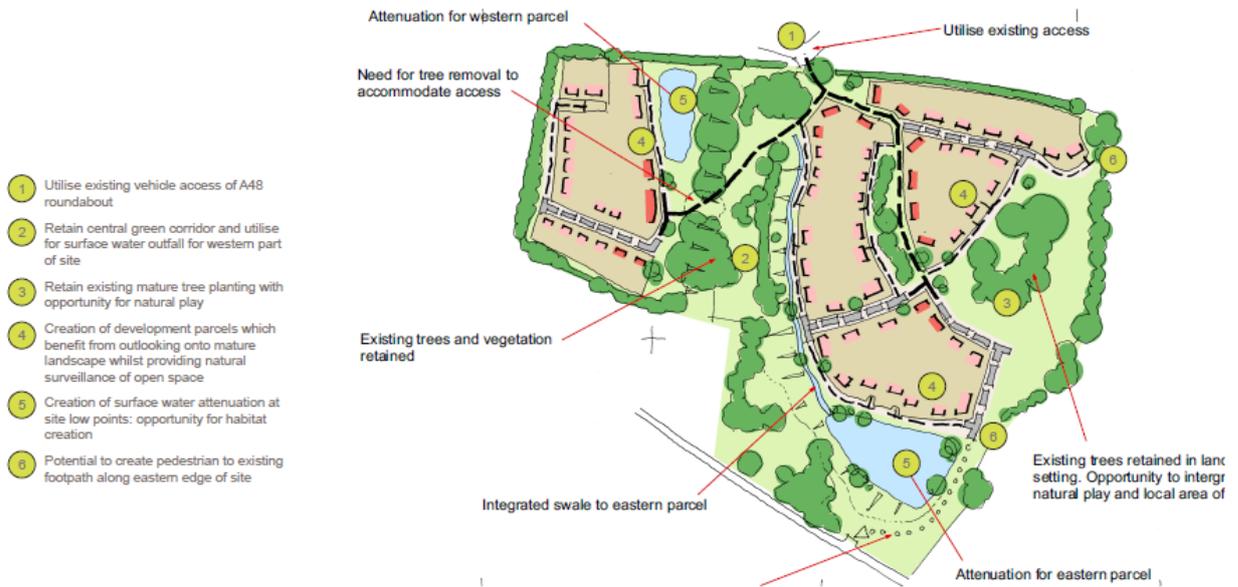


Figure 3.2: Craig Y Parcau Masterplan

3.6. At a density of 35 dph it is anticipated that approximately 115 homes across two different parcels alongside associated high quality green and blue infrastructure. The proposed development at Craig Y Parcau could be accessed from the A48 roundabout with the B4622.

Infrastructure Requirements & Delivery

3.7. There are, inevitably, infrastructure requirements associated with the above quantum of development, and mitigation that needs to be satisfied in order for development to fulfil the requirements of placemaking and sustainable communities. The following sections consider the various mitigation and infrastructure requirements that are proposed to be delivered as part of the proposed development at the Site.

GI and Ecological Mitigation

3.8. Central to the masterplanning vision has been creating a development that is green and blue infrastructure led as well as responding to the Site’s ecological opportunities for enhancement and protection.

3.9. The proposal is for the site’s existing strong landscape boundaries to the east, south, and west to be retained, whilst the existing green corridor running north to south through the site is to be maintained and used for surface water outfall. Two attenuation ponds are also proposed, one for each development plateau. As much existing vegetation as possible on site is to be retained.

Highways Infrastructure

- 3.10. The site is bound to the north by the A48, a single lane trunk road that runs along the southern fringe of the settlement of Bridgend, running westwards to Pyle and towards Port Talbot, and eastwards to Cowbridge and towards Cardiff.
- 3.11. It is proposed that vehicular access into Craig Y Parcau will be obtained from the A48 from a new southern arm of the Broadlands roundabout.
- 3.12. There is an existing public footway on the southern side of the A48 which provides pedestrian connectivity between Craig-Y-Parcau and the proposed mixed-use development at Island Farm (which incorporates a broader range of uses).
- 3.13. It has been assumed, at this stage, that Electric Vehicle Charging points are provided for all residential dwellings on the site.

Renewable Energy Strategy

- 3.14. A Renewable Energy Strategy has prepared by Troup, Bywaters + Anders (enclosed at **Appendix 2**) which explores how various renewable energy features could be incorporated into the development and considers their effectiveness. The nature of the document is understandably high level in nature and in considering what renewable energy mechanisms are most appropriate (and dismissing a number). It makes the following recommendations:
- All buildings to be built to PassivHaus standard or the edition of Part L in force at the time if that requires higher standards;
 - Heating by individual domestic heat pumps. DHW provision should be pre-heat of domestic hot water storage cylinder from domestic heat pump with top up from immersion;
 - Roof-mounted PV should be maximised on all buildings, either for direct consumption by the building or to feed private LV networks which distribute the renewable electricity; and
 - If the concept of private LV networks is taken forward, the feasibility of installation of small scale wind turbines should be investigated further. They could complement the electricity output of the PV and increase the share of low carbon and low cost electricity on site.
- 3.15. The energy strategy for the site will evolve with the detailed design of the development. However, there is an aspiration to deliver a low carbon development that embraces new and innovative means of producing and using its own renewable energy and ensuring that new buildings are energy efficient.

Utilities

- 3.16. Included at **Appendix 3** is a Utilities Strategy Report also prepared by Troup, Bywaters + Anders. The Report considers the electricity, water, and gas for each element of the development proposed on the site and presents a series of high level options for consideration.

Other Section 106 Requirements

- 3.17. The proposal has been prepared to be policy compliant in terms of planning obligations (as per BCBC policy at the time of writing). As such, the adopted LDP requires that 20% of homes are affordable and the masterplan and High Level Viability assessment has been prepared on this basis. Likewise, the High Level Viability assessment includes a contribution for community facilities as well as education in accordance with adopted guidance.

4. Environmental Considerations

Introduction

- 4.1. This section of the Statement will address various environmental considerations, taking account of matters relating to ecology, landscape, agricultural land, and ground conditions.

Biodiversity

- 4.2. Ethos Environmental Planning has undertaken an ecological appraisal of the Site, which is enclosed within **Appendix 4** of this Statement. This included a site walkover and makes recommendations for future detailed surveys which will be required to be undertaken to inform detailed design of the development.
- 4.3. The Statement concludes that there are no in principle constraints to development of the Site as a result of its ecological condition. The Project Team expects to engage with the BCBC Ecologist and NRW as the detailed design for the proposed development progresses.

Landscape & Visual Effects

- 4.4. Included at **Appendix 5** is a Landscape Note prepared by Savills which considers the various designations that the site is subject to, the outcomes of LANDMAP analysis, and the relevance of the site's planning history. This note also sets out how the masterplan responds to its location as it proposes a GI led response that requires high quality landscaping and architectural design to capitalise on accessibility to Bridgend Town Centre.

Agricultural Land Classification

- 4.5. The Agricultural Land Classification (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. It is the only approved system for grading agricultural land quality in England and Wales and is set out in the Welsh Office Agriculture Department 1988 guidelines and criteria for grading the quality of agricultural land (1988).
- 4.6. Agricultural land in England and Wales is graded between 1 and 5, depending on the extent to which physical or chemical characteristics impose long-term limitations on agricultural use.
- 4.7. Best and most versatile (BMV) agricultural land is defined as Grades 1, 2 and 3a Planning Policy Wales (PPW) (Edition 10, December 2018) stating that the plan making and decision making process should give "considerable weight" to protecting BMV. There is a recognition that there may be a need for the redevelopment of some BMV land with Paragraph 3.55 of PPW setting the framework for where this may be acceptable:

*“Land in grades 1, 2 and 3a should only be developed if there is an **overriding need for the development**, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations.”*

- 4.8. Whilst detailed survey work has not been undertaken for all land in Wales, Welsh Government prepare and maintain maps which predict the agricultural land quality, the most recent version of which was released in 2020, the first major update since the launching of the interactive maps in 2017. Welsh Government Guidance is clear that this information is for indicative purposes and does not replace the need for a formal survey.
- 4.9. The Predictive Agricultural Land Classification map for is the Site replicated below with the site outlined in black:

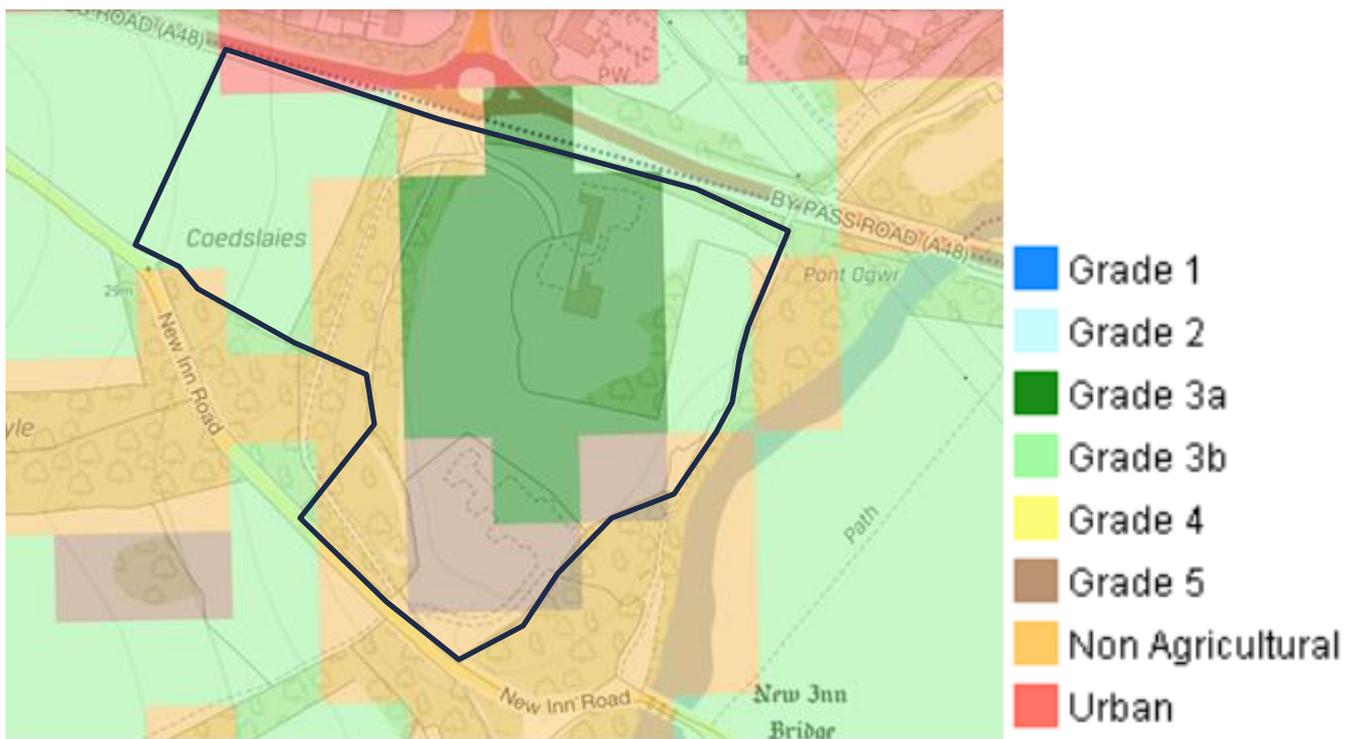


Figure 4.1: Predictive Agricultural Land Classification Map

- 4.10. The Predictive Agricultural Land Classification Maps shows that the site is a mix of Grade 3b (light green), Grade 5 (brown), and non-agricultural (amber).
- 4.11. Accordingly, and in line with BCBC candidate site guidance, there is therefore no requirement to undertake an Agricultural Land Classification Survey and, because none of the land onsite is considered to be BMV, national planning policy does not seek its protection.

5. Technical Considerations

Introduction

- 5.1. This section of the Statement will consider various technical considers, addressing matters relating to highways/transport, drainage, air quality, and noise.

Highways & Accessibility

- 5.2. Included at **Appendix 6** is a Transport Strategic Appraisal incorporating an Active Travel Assessment prepared by Corun Associates.
- 5.3. The Appraisal considers the site's accessibility by the private car, public transport, and by foot / cycle, concluding that the site is adjacent to the A48 which provides local and regional road linkages, is well integrated into the local footway and cycleway network, and is well served (and close to) various means of public transport.
- 5.4. It goes onto apply TRICS data to estimate the vehicular trips that the proposed development (and its various constituent parts) would generate, comparing it to the previously consented scheme and assessing its impact on various nearby junctions before concluding that "*there are no obvious highway or transportation reasons why the revised development proposal would not be able to secure planning consent in the near future*".
- 5.5. The Active Travel Assessment provides an overview of key active travel sites for the Site, identifies where there is an existing deficiency in the network, and offer solutions for how these could be enhanced. The document has been prepared in accordance with the Welsh Government Active Travel (Wales) Act 2013 Design Guidance Walking and Cycling Route Audit Tools. It sub-divides the surrounding network into three segments and provides a series of measures for each. Subject to further engagement with BCBC Highways Department, it proposes the following key network improvements:
- Extension of existing Broadlands shared pedestrian/cycle route along north of A48 to Ewenny Signalised Roundabout; and
 - Adjustments to existing speed limits of the A48 such that they are reduced between the Broadlands Roundabout to Bridgend Town Centre via A48 and B4265 Ewenny Road, and the extension of the 30mph limit between Ewenny Road Site Access to Ewenny Signalised Roundabout.
- 5.6. A full Transport Assessment will be submitted to BCBC in October 2020.

Drainage and Flooding

- 5.7. Craig Y Parcau is located within Flood Zone A (considered to be at little or no risk of fluvial or coastal/tidal flooding) as detailed in Natural Resources Wales' Development advice Maps and therefore the proposed form of development is considered entirely appropriate on flooding grounds.
- 5.8. Included at **Appendices 7** is a Drainage strategy prepared by wL².
- 5.9. Surface water for the western plateau of the site will make use of a series of attenuation systems (such as underground tanks, reens and ponds) which discharge into the stream bed that runs through the site. For the eastern plateau, the intention is for surface water to discharge either into the stream bed itself or into the River Ogwr to the east. In all cases, the maximum discharge flow will be limited to the 1 in 100 year greenfield run-off for that part of the site. Foul water will connect the Dwr Cymru Welsh Water sewer on the southern side of the A48.
- 5.10. The masterplan has been prepared with SuDS principles in mind, looking to make use of attenuation ponds, reens, and swales which will contribute to biodiversity and make attractive features that are part of the masterplan's green and blue infrastructure network.

Noise

- 5.11. Given the nature of the surrounding uses of, it is considered that there are no bad-neighbour uses on or close to their boundaries that would preclude development of the site. Likewise, the proposed uses are not considered to be bad-neighbour uses and herefore, it is not considered that noise levels generated by the proposed uses on the site would give rise to any harm to users of the surrounding buildings which cannot be adequately controlled or mitigated by way of planning mechanism associated with any future permissions.
- 5.12. Nevertheless, a full noise survey would be submitted in support of any planning application.

Air Quality

- 5.13. Welsh Government policy guidance requires local authorities to publish an Annual Progress Report by 31st December of each year which monitors results for the previous calendar year, provides a progress report on action plan implementation, and provides updates regarding new policies or developments likely to affect local air quality. Where local and national air quality objectives are not to be achieved, Air Quality Management Areas (AQMA) must be identified where there is a requirement for the local authority to prepare a Local Air Quality Action Plan detailing measures to improve air quality.
- 5.14. The 2019 Annual Progress Report confirms that air quality in BCBC meets the relevant air quality objectives as prescribed in the Air Quality (Wales) Regulations 2000 and the Air Quality (Amendment) (Wales) Regulations 2002. A single AQMA is designated in BCBC, this being located along Park Street in Bridgend town centre and is designated due to high levels of NO₂. This was designated in January 2019 and is

located approximately 1.2km northeast of Craig-Y-Parcau. BCBC have monitored the NO₂ and PM₁₀ levels at Ewenny Cross (the roundabout with the A48 and the B4265) since 2011. The 2019 Annual Progress Report did not recommend that an AQMA is designated at Ewenny Cross (although monitoring is to continue) and overall recommended that no further Air Quality Management Areas (AQMAs) are designated across BCBC.

- 5.15. There is considered to be no reason why a similar conclusion could not be reached for the land uses proposed but nevertheless, a full Air Quality Assessment will be undertaken and submitted as part of any future planning application but the site's location and associated planning history suggest that matters relating to air quality would not preclude the development.

6. Sustainability and Wellbeing

- 6.1. Central to the masterplanning process has been the aim to deliver a high quality and sustainable development that responds to the site's characteristics and incorporates a mix and balance of uses that contribute to the development's quality but also respond to demonstrated needs. Where applicable, and appropriate for site specific development, the Welsh Government's Future Well Being Goals and Placemaking Principles have been considered and can be met by the proposed development. Some key sustainability principles that can, and will be, embraced as part of the development are explained below.

Ecological Resilience

- 6.2. The aim of the masterplan is to be green and blue infrastructure led, that incorporates a range of further environmental measures such as the addition of attenuation ponds that can support biodiversity, and the retention and enhancement of existing green features..

Low-Carbon Development

- 6.3. Further, the development has the potential to incorporate a range of onsite renewable energy generating mechanism (such as PV), surpass building regulations in terms of the quality of the building fabric, and make use of district heating methods. The proposed allocation of the Site will therefore help BCBC to ensure that its plans, and policies, are resilient to climate change and support the transition to a low carbon society based around the principles of Placemaking and the Sustainable Transport Hierarchy. It is considered that this approach will support the well-being goal of ensuring Wales is globally responsible and resilient.

Meeting Housing and Community Needs

- 6.4. The High Level Viability Assessment prepared by Savills has been prepared on the basis of, and demonstrated that, the site could be delivered whilst complying with BCBC guidance on planning guidance such that 20% affordable housing is delivered and financial contributions (as well as land) made available for education and community facilities.

Health Impacts

- 6.5. Included at **Appendix 8** is a high level Health Impact Assessment which considers the positive contribution to achieving health output that the development will deliver.

Connectivity

- 6.6. The site is already well connected with the A48 providing links into the town centre and to neighboring town. A footway runs on its southern side and connects to the Island Farm site which is being promoted for development incorporating a broader range of uses.

Economic Dividend

- 6.7. The economic dividends of housebuilding are well known in terms of creating direct, indirect, and induced economic benefits through job creation and this development is no different.
- 6.8. Residents will obviously contribute to the local tax base and supplement the existing workforce helping BCBC achieve their job creation target.
- 6.9. Taken together, it is considered that the proposals will contribute to the well-being goal of creating a prosperous Wales.

Engagement

- 6.10. At this stage, community engagement is led by the LDP process, but it should be noted that further detailed design work and the promotion of the Site in the planning process will be based on, and underpinned by, early, effective and meaningful community engagement in order to understand and considered a wide range of views in relation to this specific proposals. Thorough engagement as part of emerging proposals will further contribute to the well-being goal related to social cohesion, as the goal related to creating a vibrant culture.

7. Deliverability and Viability

- 7.1. The Replacement LDP should deliver what is intended (i.e. site allocations) through deliverable and viable plans which take into account necessary infrastructure requirements, financial viability and other market factors. As set out in Development Plan Manual 3 (Consultation Draft, 2019), the deliverability and viability of candidate sites should be considered in the round, in a broad and proportionate manner.
- 7.2. The Site is being promoted by the HD Ltd. Craig-Y-Parcau is under the sole ownership of HD Ltd. As such, there are no other land owners.
- 7.3. HD Ltd is a local developer with a track record of delivering a series of high quality small-medium commercial and residential developments predominantly within Bridgend. HD Ltd is also the long term owner of Craig-Y-Parcau.
- 7.4. Savills is confident that the Site would be a very attractive proposition to a number of regional and national housebuilders – and indeed, a number of developers have already indicated to HD Ltd, their interest in the Site. The Site lies in a buoyant market area.
- 7.5. A High Level Viability Assessment prepared by Savills has been submitted to BCBC but is not included as part of this Statement in the interests of confidentiality. The Assessment is based on the scheme deliverables outlined in Section 3 of this Statement, which includes land for the two schools, and a policy compliant Section 106 and level of affordable housing provision (20% is assumed). The assessment relies on high level information and assumptions about infrastructure and abnormal costs. The assessment concludes that the proposed development of the Site is viable, because after considering the broad known costs, the value/return on the development is sufficient to provide both an adequate profit margin for the developer and an uplift in land value sufficient to encourage the landowner and site promoter, HD Ltd, to sell.
- 7.6. There has been further dialogue between Savills and BCBC with regards to adding to the already submitted High Level Viability Assessment and this will follow separately in due course.

8. Conclusions

- 8.1. This Statement has been prepared by Savills on behalf of HD Ltd, the land owner and promotor of Craig Y Parcau on the southern fringe of Bridgend (the Site).
- 8.2. In principle, the Site is in a sustainable location and is generally free from significant physical constraints including land ownership, infrastructure, access, ground conditions, landscape, heritage designations, flood risk issues and pollution.
- 8.3. A masterplanning exercise has been undertaken by Roberts Limbrick, on behalf of HD Ltd, to ascertain the capacity of the Site. This shows that the site lends itself to a purely residential development of up to 115 homes. Central to the masterplanning process has been the aspiration to deliver a high quality green and blue infrastructure led mixed-use development which responds to the Site's unique characteristics. A review of the masterplan shows the retention of key ecological features and the addition of strategic planting, greenspace, and attenuation ponds that are not only functional in nature but add to the high quality nature of the proposals. The scheme also includes measures to facilitate connections with the Island Farm site which is also being promoted by HD Ltd and incorporates a greater range of uses.
- 8.4. This report, and the evidence that sits behind it, demonstrates the technical suitability and deliverability of the Site for development, and thus, allocation in the Replacement LDP. The Site is free from significant environmental and technical constraints that could preclude development and development is deliverable and a financially viable proposition.

Appendix 1 - Proposed Masterplan Document



Appendix 2 - Renewable Energy Strategy



Appendix 3 - Utilities Strategy

Appendix 4 - Ecology Appraisal

Appendix 5 – Landscape Note

Appendix 6 - Transport Strategic Appraisal

Appendix 7 – Drainage Strategy

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