

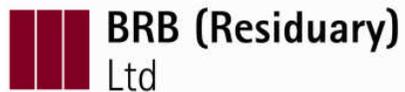
Planning Brief

Coity Road Sidings Bridgend



August 2011

for:



by:



with:



and:

**Lambert
Smith
Hampton**

www.lsh.co.uk

Project Summary

Client: British Rail Residuary Board
care of Lambert Smith Hampton

Consultants: Asbri Planning Ltd.

Asbri Planning Ltd
1st Floor Westview House
Unit 6
Oaktree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff
CF23 8RS

Tel: 029 20732652
E-mail: damian@asbriplanning.co.uk

In association with: Cole Easdon Consultants
Lambert Smith Hampton

Date: August 2011

1. Introduction
2. The Site
3. Planning Context
4. Issues and Opportunities
5. The Masterplan
6. Conclusions

1. Introduction

This Planning Brief has been prepared to support the continued allocation of the Coity Road Sidings site for redevelopment and will be used as supporting evidence to secure a new allocation in the Bridgend Local Development Plan. This Brief updates that prepared by Bridgend County Borough Council in September 1998.

The document provides a framework and guide for the future development of the site and has a secondary role as a marketing document, outlining the opportunities and constraints that have been identified at the time of preparing this document.

It does this by way of:

- A presentation of the existing site context from a highways, ecological/arboricultural and infrastructure availability/capacity perspective.
- An appraisal of the existing planning status of the site.
- A discussion of the opportunities and constraints.
- The provision of an indicative masterplan.

Supporting Documentation

This planning brief is supported by a number of technical documents that include:

- A Phase 1 Desk Top Site Investigation Study (Sanctus Limited, March 2010).
- A Tree Report (Treescene, April 2010)

Whilst this planning brief summarises the main conclusions of the above studies, it should be read in connection with each of the above for the full technical detail.

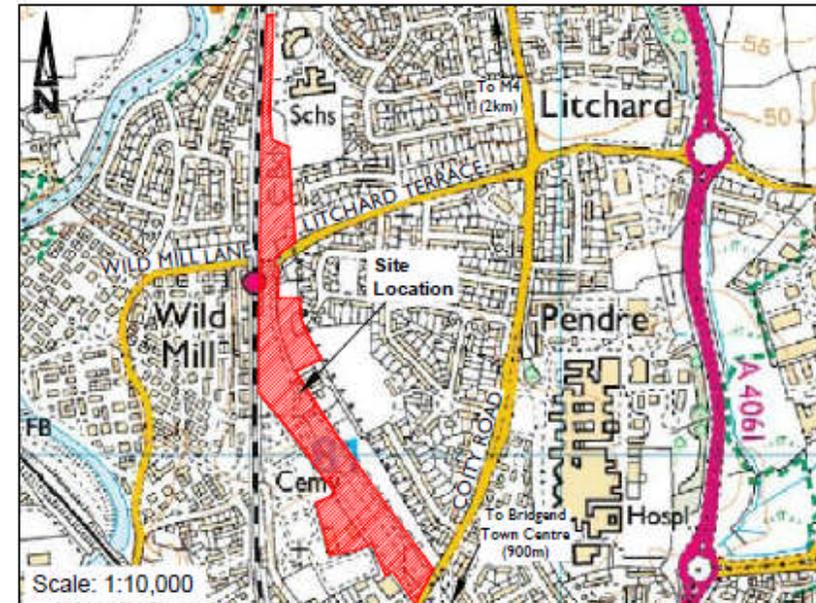
Consultation

The draft masterplan layout has been the subject of consultation with Bridgend County Borough Council. The responses are outlined under the relevant topic areas in Chapter 5.

2. The Site

Site Location

The site lies south of the M4 motorway and north of Bridgend town. The site is accessed off the B4181 Coity Road and is bounded by a variety of land uses that include light industrial/warehousing, residential, playing fields, allotments, a cemetery and an operational railway line. On the eastern boundary of the site, is an electricity sub station and a gas governor. Towards the centre of the centre of the site, is the Wildmill railway station. The following plans illustrate the site's locational context, with the site shaded red.



The site is circa 6 hectares (circa 16 acres), which was formerly a section of the Great Western Railway Llynfi Valley Line, a predominantly minerals line.

A large percentage of the site was a coal store (such sidings also often being used for marshalling, stabling, refuelling, storing, loading and unloading of vehicles).

The railway and coal storage yard were cleared in the 1990s and the site has naturally re-vegetated in the interim period. The goods storage building is now a builder's merchants and associated yard.

A pathway winds its way through the site from north to south. There is a pedestrian walkway between the railway halt and Litchard Terrace. Neither of these paths is a registered public right of way.

Site cross-falls are largely level, although being a former railway sidings, the study site forms a cutting with steep sides in parts where neighbouring land is higher.

Site Context



3. Planning Context

Planning History

The Council's current GIS and historical map based planning register indicates that there are no extant planning permissions on the study site.

Planning Policy

Wales Spatial Plan – People, Places, Futures (July 2008 Update)

The Wales Spatial Plan (WSP) provides a framework for the future spatial development of Wales, and integrates the spatial aspects of national strategies, including social inclusion, economic health, transport and environmental policy.

Bridgend is categorised as a 'Primary Key Settlement' which the Plan identifies must be successful in their own right and will function as service and employment hubs for smaller settlements. They will also be a focus for transportation systems.

Planning Policy Wales

National planning policy is contained within Planning Policy Wales (PPW), published by the Welsh Assembly Government (3rd edition July 2010). PPW is supported by 21 topic-based Technical Advice Notes (TANs) which are also relevant. Planning Policy Wales is the Welsh Assembly Government's principal planning policy document and it sets out the context for sustainable land use planning policy, within which Local Planning Authorities' statutory Development Plans are prepared and development control decisions on individual applications and appeals are taken.

PPW sets out the land-use policy context for the consideration and evaluation of all types of development. The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land available and suitable for development to meet society's needs in a way that is consistent with overall sustainability principles.

Amongst other things it seeks to promote resource efficient settlement patterns that minimise land take and urban sprawl, locate development so as to minimise demand for travel, ensure that all communities have good quality housing for their needs and safe neighbourhoods, promote access to employment, shopping, education, health, community, leisure and sports facilities and open space.

In terms of housing developments PPW advocates higher density development near public transport routes although in considering the impact of higher densities on an area every effort should be made not to damage an area's character or amenity despite the need to help conserve land resources.

Technical Advice Note 12: Design

The Technical Advice Note was revised in June 2009 in order to update new requirements, including those for Design and Access Statements. The TAN provides advice on design considerations and, in relation to housing design, it states that local planning policies and guidance should aim to:

- Create places with the needs of people in mind, which are distinctive and respect local character.
- Promote layouts and design features which encourage community safety and accessibility.
- Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles.
- Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building.
- Promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards.
- Secures the most efficient use of land including appropriate densities; and
- Consider and balance potential conflicts between these criteria.

The TAN seeks to avoid the application of rigid highway standards with no consideration of Manual for Streets; over reliance on standard house types and a failure to relate to local context have all been identified as obstacles to good housing design and factors which mitigate against achieving a distinctive sense of place in housing development. Including the following elements in the design may help to create a sense of place:

- Varying density to create differences in the built form to which residents and visitors can relate and make it an interesting place.
- Locating key buildings at corners or junctions to establish a clear hierarchy of development.
- Exploiting existing natural features or taking advantage of views and natural shelter.

The TAN also documents a definition of “character”, which is contained within the guidance on designing in context (Paragraph 4.8) and reads as follows:

“.....Appraising “character” involves attention to topography; historic street patterns, archaeological features, waterways, hierarchy of development and spaces, prevalent materials in buildings or floorscape, architecture and historic quality, landscape character, field patterns and land use patterns, distinctive views (in and out of the site), skylines and vistas, prevailing uses and plan forms, boundary treatments, local biodiversity, natural and cultural resources and local distinctive features and traditions (also known as vernacular elements)”

The TAN goes on to state that opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution. Thorough appraisal of context can provide design pointers, which help to inspire an innovative design response, which meets present and future needs. A contextual approach should not necessarily prohibit contemporary design.

Technical Advice Note 22: Planning for Sustainable Buildings

This Technical Advice Note sets out expectations for the achievement of a minimum sustainable building standard, and within that standard a minimum carbon emission level. The requisite national standards under the Code for Sustainable Homes (which currently contains the following nine sustainable design categories: energy, water, surface water run-off, health and well-being, waste, management, materials, pollution and ecology) are a material consideration and the Welsh Assembly Government expects Local Planning Authorities to implement the standards in determining planning applications for new build development. This development will be subject to the requirement of the Code for Sustainable Homes.

Development Plan

The strategy of the Bridgend Unitary Development Plan can be summarised as:

“Limited dispersal of new development in the main urban areas, wherever possible on redundant or under – utilised urban land and optimising the use of committed development sites.”

The site is allocated in the adopted Bridgend Unitary Development Plan for a number of uses including housing (policy H1(52)), employment (policy E4(3)), public open space (policy RC9(17)), a community route (policy R11) and for the provision of a park and ride facility to serve Wildmill Railway Station (policy T17(4)).

Part 1 **Policy 1** aims to encourage development which enhances, protects or conserves the environment as a varied and finite resource.

Part 1 **Policy 2** states that:

“Development proposals will be favoured where they embrace or encourage:

*Conservation, reduction, re-use and recycling of waste, pollution control, and the conservation of natural resources;
Reduction of travel by private car and vehicle movements, and the promotion of cycling, walking and the use of public transport; reclamation of derelict, degraded or contaminated land, and its remediation to beneficial uses; and
Regeneration of the urban environment.”*

Part 1 **Policy 3** requires all development proposals to seek to maximise energy efficiency and water conservation in their layout, design, materials and construction.

Part 1 **Policy 13** encourages development proposals which contribute to, and/or protect social and community facilities and services.

Policy EV45 of the Plan provides a list of design criteria. It states that new development which achieved a good standard of design by meeting the following will be permitted:

- Having a consistent style or character.
- Respecting the context of the development.
- Being appropriate to the scale and prominence of the development.
- Incorporating those local features that are important to the local environment.
- Using siting, layout, form, materials and architectural detail to create a new sense of place.
- Reasonably protecting the residential amenity of neighbours.
- Being compatible with the adequate provision of amenities (including open space) for residents or users of the development.
- Being compatible with the creation of an environment which is safe, friendly to the disabled and sustainably accessible.
- Being compatible with the use of sustainable methods of construction, materials, energy conservation and water management.

Policy T1 states that development should locate in areas served by modes of transport other than the private car and that locations should be selected which result in a minimal harmful impact on the environment.

Policy H7 seeks an appropriate element of affordable housing on suitable sites capable of accommodating 15 or more units or larger than 0.5 hectares. The policy is amplified by Supplementary Planning Guidance 13 (see over page).

Local Development Plan

The Bridgend Local Development Plan is, at the time of writing, at the deposit stage.

The site has been submitted as a 'candidate site' for consideration for inclusion in the emerging Bridgend Local Development Plan as a 'mixed use proposal' site.

The June 2010 Employment Land Review undertaken as part of the evidence base to the Bridgend Local Development Plan identifies a plentiful supply of land (as well as a significant amount of vacant floorspace to meet requirements over the period 2006-21, with supply far exceeding demand).

The Employment Land Review states in relation to the study site that: *'due to its location within the urban area a number of different uses may be considered acceptable including residential, small-scale retail and leisure as well as employment. A critical output of the future development of this site is the Park and Ride facility for Wildmill Train Station.....it is not considered that the remaining vacant land should be developed for employment purposes. However, the existing employment use within the site should be protected'*.

The above stance is reflected in the consultation response from the Local Planning Authority, which indicates that whilst the majority of the site is currently allocated for employment use, the future employment land portfolio is being reviewed as part of the Local Development Plan process and that exercise identifies that there is a large amount of employment land available in the Bridgend area, with the focus of employment development activity on existing industrial estates (eg Brackla).

The Local Planning Authority consultation response concludes that because the emerging proposal contained within this planning brief includes for the park and ride facility, public open space and a community route, that there is a case for the consideration of a relaxation in the current planning policy framework for the site

Proposed Policy ENV17 encourages major development proposals to incorporate schemes that will generate energy from renewable and low/zero carbon technologies. Whilst there is scope in principle, which would be defined through an energy assessment at application stage, there is a need to be mindful that this site has a number of abnormal development constraints and any renewable/low carbon requirements should not be such that they further impact on the marketability and deliverability of the development .

Supplementary Planning Guidance

The following Supplementary Planning Guidance will be relevant to this scheme as it moves forward:

SPG 7: Trees and Development , seeks to ensure that existing trees are taken into account from the earliest stage of scheme design and that developments provide for new tree planting as appropriate. A Tree Survey has been prepared to inform this masterplan as previously reported. The survey identifies a number of trees worthy of retention and root protection areas for off-site trees which need to be respected in future more detailed design, as will canopy spreads.

SPG 8: Residential Development, reinforces TAN12 and seeks high quality, safe and inclusive residential development, tackling matters such as compactness and legibility. The SPG presents guidance on the objectives of good design that should inform development proposals. This document is a development control tool which will be a key reference document at the detailed stage of design.

SPG13: on Affordable Housing, amplifies UDP policy H7 and requires in the southern housing market area (which the study site falls into) at least 30% of the houses that meet the threshold requirements to be affordable. The preference is for social rented before intermediate provision, with a preference for schemes that do not rely on social housing grant. Provision should be integrated into the fabric of the development as opposed to concentrated in one part of the site and should be visually indistinguishable from other housing in terms of its design quality, materials and finish.

SPG 15: Community Facilities and Residential Development, identifies that a financial contribution towards new or improved community facilities will be sought from all new residential developments of 25 units or more.

4. Issues and Opportunities

Infrastructure

There is a substantial amount of infrastructure available in the locality (please refer to the series of utilities plans at **Appendix 1** which illustrate both the nature and extent of services infrastructure within and adjacent to the site).

As part of the study, information was requested from the following providers:

- Openreach (BT).
- Dŵr Cymru Welsh Water (for public sewer and public water main).
- Wales and West Utilities and British Gas—gas supply.
- Western Power Distribution—electricity.
- Virgin Media—telecommunications.
- Envoy—multi-utility asset management (gas, electricity and water).
- Miscellaneous—oil pipelines.

The Infrastructure Services Report, prepared to inform this planning brief identifies that:

- The site is crossed both intermediate and medium pressure gas mains.
- The site is crossed by BT overhead plant at the Coity Road end.
- There is a range of electricity infrastructure including high and low voltage under and over-ground, both through, over and adjacent to the site.
- Potable water is available at the Coity Road end of the site and Wild Mill Lane/Litchard Terrace.
- A combined sewer is available at Wild Mill Lane/Litchard Terrace.

Electricity

The Infrastructure Services Report identifies that with respect to the 132,000 volt overhead power lines, that any alteration to ground levels and erection of buildings, lighting columns or other structures within 15 metres of the overhead lines requires advice from Western Power Distribution. Development underneath the cables is not prohibited, but a clearance of 6.5 metres from the lowest sag of the cables is required from buildings (taking into account cable swing). Western Power Distribution is able to model clearances once a detailed site layout is available.

Undergrounding of the cables would require a terminal tower, which given the nature of the adjacent land uses (ie live railway, residential dwellings and a cemetery) would need to be located on the study site. A further terminal tower would be required in the adjacent substation.

Whilst the principle of undergrounding may appear desirable, two terminal towers will be required and the resulting visual improvement is likely to be insignificant and the cost benefit questionable. The Report recommends that the overhead cables remain.

Western Power Distribution has indicated that the existing underground apparatus (33,000/11,000 volt and 'pilot cables) which run west and north within the site from the existing electricity substation will need to be diverted to follow the alignment of the proposed road that will run the length of the site.

Western Power Distribution indicates that the existing electricity infrastructure network would need to be reinforced to support the development of the site.

The necessary works would include:

- Establishing a 315k VA substation to be located at the centre of the development and looped into the existing 11kv Western Power Distribution network. An alternative possibility is to supply the substation via a radial circuit with reduced security of supply, but a reduced cost).
- Laying LV and services to supply the dwellings (services based on an average length of no more than 20 metres).
- Individual service connections.

Gas

With respect to gas infrastructure, the following easements and guidelines will need to be adhered to along the pipeline's length for access for maintenance purposes. Tree planting guidelines would also be applied to any development proposal.

- Easements of 3 metres are required either side of each pipeline.
- No buildings to be located within 5 metres of the Intermediate Pressure Pipeline.
- No buildings to be located within 3 metres of the Medium Pressure Pipeline.
- Private gardens can not be located over the top of pipelines.
- Roads can be located over pipelines (subject to them being adopted by the Highway Authority).

Wales and West has indicated that the 12 inch ST Medium Pressure main located within the site boundary has sufficient capacity for a residential development of the scale envisaged for the study site. This is based on an estimated gas consumption rate which should be re-consulted upon at a future detailed stage. Both the intermediate pressure gas pipeline and the underground HV electricity cable will need to run under the road and therefore one of them will need to be diverted.

Water

Dŵr Cymru Welsh Water has confirmed that a water supply can be made available to the site. It is indicated that the developer may be required to contribute to the provision of new on and off-site water mains and associated infrastructure. The level of contribution would be able to be calculated upon receipt of a future detailed plan.

It has been confirmed that the potential discharge of foul water from the development of the site can be accommodated by the adjacent public foul sewerage system.

Surface water flows should be disposed of separately by other means. Highway or land drainage run-off (including roof run-off) will not be permitted to discharge directly or indirectly into the public sewerage system, until all alternative options have been fully explored. Alternative means of surface water disposal could include the provision of soakaways or discharge directly to a watercourse.

Surface water will not be permitted to drain to combined sewers. However, it is noted that a surface water sewer runs along Cemetery Road to the west of the railway line and that in the event that disposal to the existing infrastructure is required, it may be a possible solution. At this stage, Dŵr Cymru Welsh Water will not investigate the capacity of this surface water sewer until it has been demonstrated that there is no suitable alternative.

Telecommunications

BT Openreach has confirmed that the development of the site can be serviced, but that there is insufficient capacity within existing infrastructure. It would carry out all off-site network reinforcements and those within the public highway and plot by plot works, potentially at no charge to the developer. At the time that a detailed layout is available, BT Openreach will confirm its proposals to service the site.

Virgin Media and Viatel confirm that they have no plans for strategic additions to their existing network in the immediate future.

Oil Pipelines

Investigations indicate that there are no oil pipelines within or in the vicinity of the study site.

Ground Conditions

The Phase 1 Desktop site investigation identifies the potential for contamination due to the site's historic use as railway yards. Further intrusive investigations will be required in due course.

The Coal Authority concludes that the site is *'in an area which may not be affected by coal mining'*.

The British Geological Society indicates that there are no ground stability hazards.

The underlying geology is classified as a minor aquifer, but is not within a Source Protection Zone.

Flood Risk

Reference to the Environment Agency's Flood Map and the Technical Advice Note 15, 2009 Development Advice Map shows that the site is not at risk of flooding from rivers or the sea.

Contamination

Given the site's previous use, there is potential for contamination from the historic use of the site, namely underground and above ground fuel storage, coal and munitions stockpiles and asbestos containing materials (from sources such as roofing tiles or train brake linings).

There is potential for ground gas generation from possible made ground.

The site is identified as being within a radon affected area.

The site contains Japanese knotweed (*Fallopia Japonica*) which should be eradicated prior to the commencement of works and in accordance with the Environment Agency's Code of practice for the management, destruction and disposal of Japanese knotweed.

Access

The site access has been tested to failure and the capacity analysis proved that the access could accommodate over 200 dwellings. **Appendix 2** illustrates a number of access related plans .

Trees

The tree survey prepared to inform the masterplanning exercise identifies that much of the site is covered with scrub that are typical colonisers of derelict land with no amenity or arboricultural value. It further concludes that there are no individual trees or groups of trees within the site of any great arboricultural merit. Consideration should be given to the retention of some existing trees (T11, G12 and G16 as illustrated on the plans at **Appendix 3**.

The tree survey identifies that the better quality trees lie immediately outside the site boundaries, the root protection areas of which extend into the site and would need to be suitably mitigated for.

Park and Ride

The masterplan includes for the park and ride facility which was part of the allocation under the Unitary Development Plan. This facility will sit at the heart of the site, creating a hub for the footway/cycleway link that will run through the site, linking with National Cycle Network Route 885. **Appendix 4** illustrates an option for the public transport interchange.

5. The Masterplan

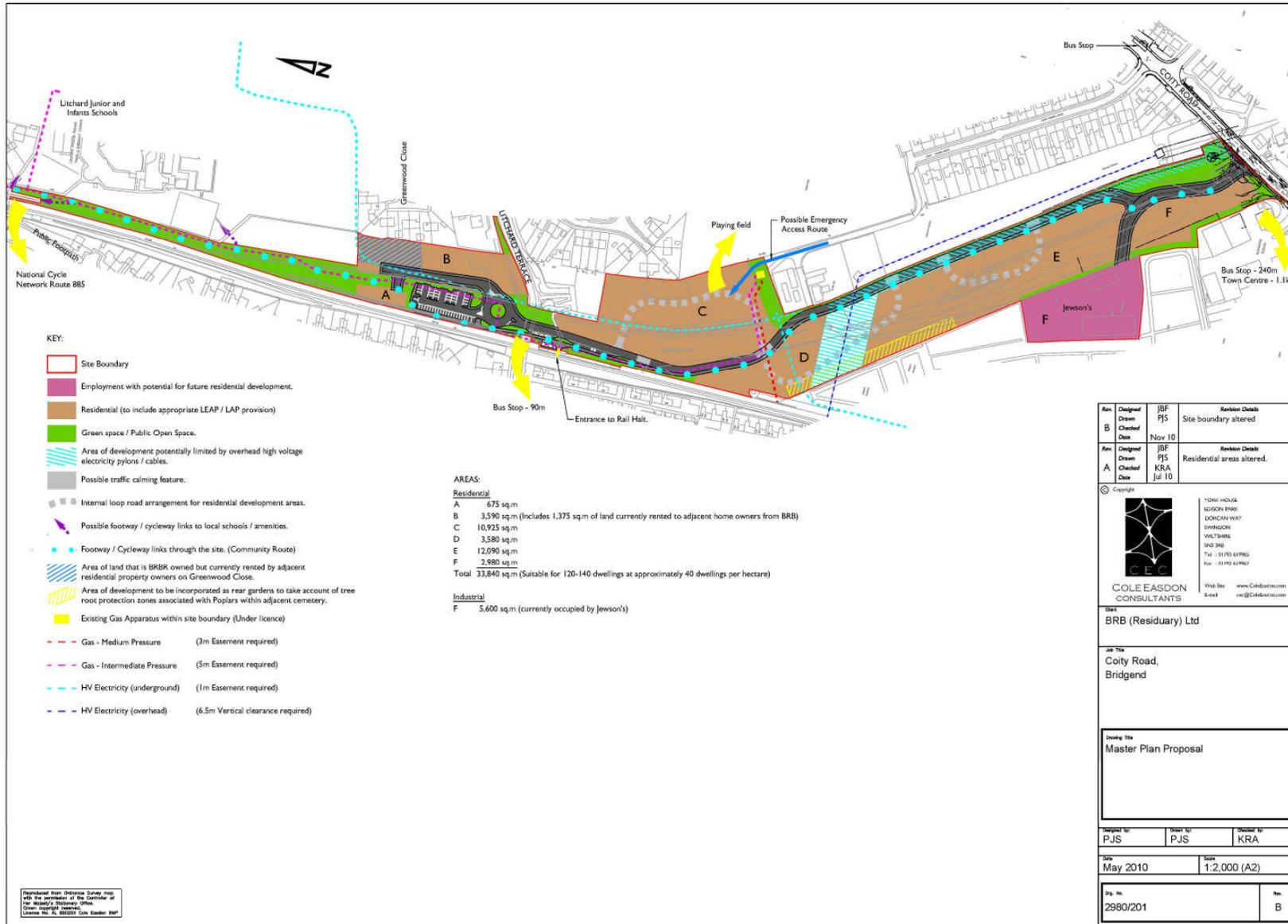
The masterplan illustrated over has been prepared to guide the allocation of the site, its disposal and eventual development. It provides an indicative framework for the spatial arrangement of the various uses identified for the site and responds to all of the investigations carried out at the time of writing such as access, infrastructure, trees and ground conditions.

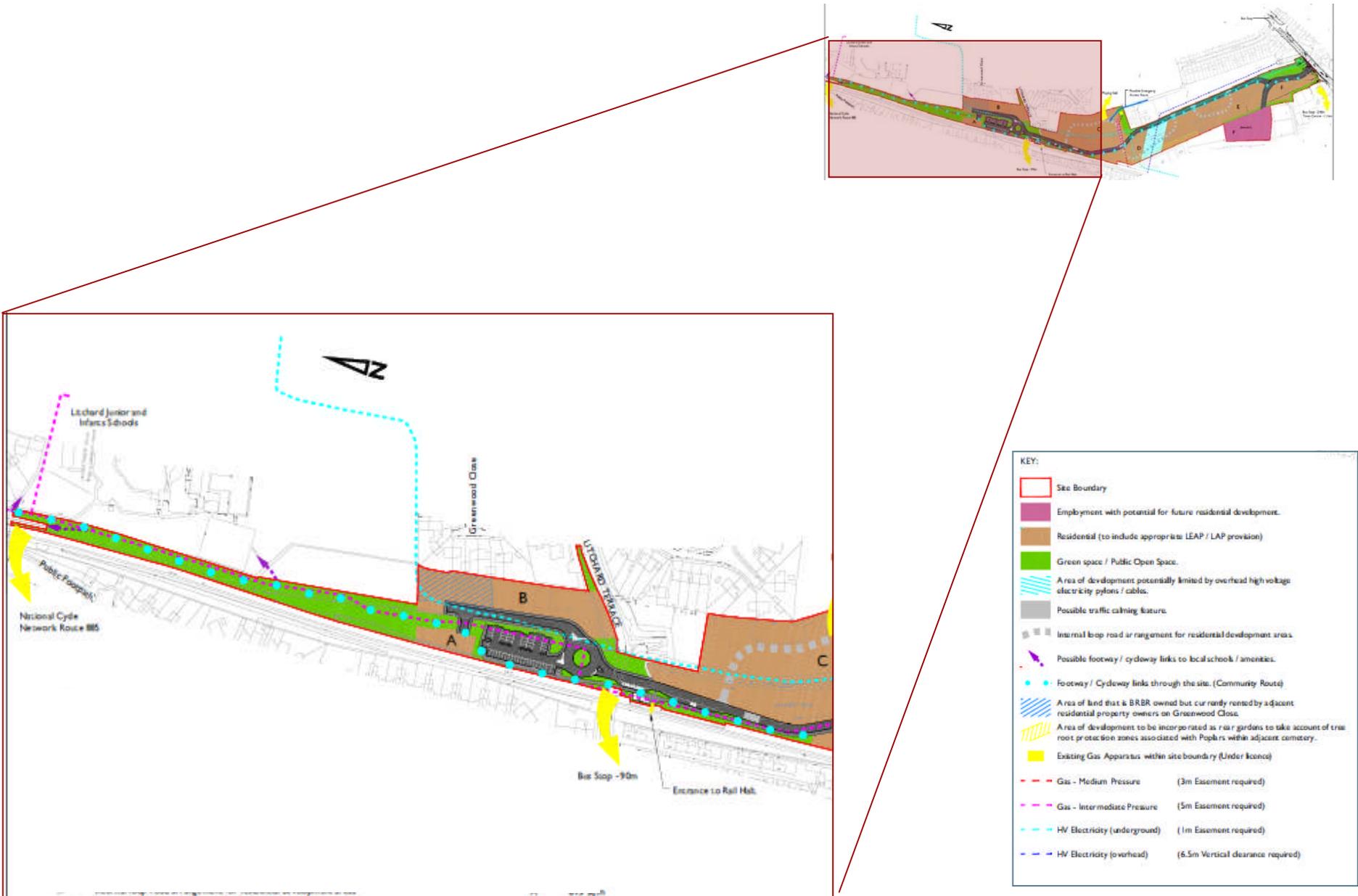
The current allocation for the site has proven undeliverable over the life of the UDP. The site has been the subject of extensive marketing and has not attracted a buyer, even in a strong market. There are a number of abnormal costs associated with bringing the site forward for development (as outlined herein) and a significant density is therefore required to aid viability.

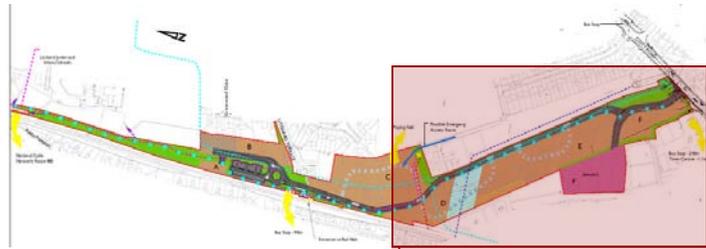
The masterplan is based on an assumed residential quantum of 120-140 dwellings, a density of circa 40 dwellings per hectare. 5,600 square metres of commercial development is retained (currently Jewson).

Being linear in nature, it is intended that the main blocks of development would flank the internal access road, with the majority of the informal open space occupying the narrow northern part of the site, with smaller pockets of green space across the site and a formal Local Area of Play/ Local Equipped Area of Play as appropriate within the residential zones.

The existing employment area (occupied by Jewson's) is retained in the masterplan, with the acknowledgement that in the longer term, there may be the possibility of redeveloping that part of the site, either for an alternative commercial purpose, further residential or for other compatible uses such as a care home or extra care development.

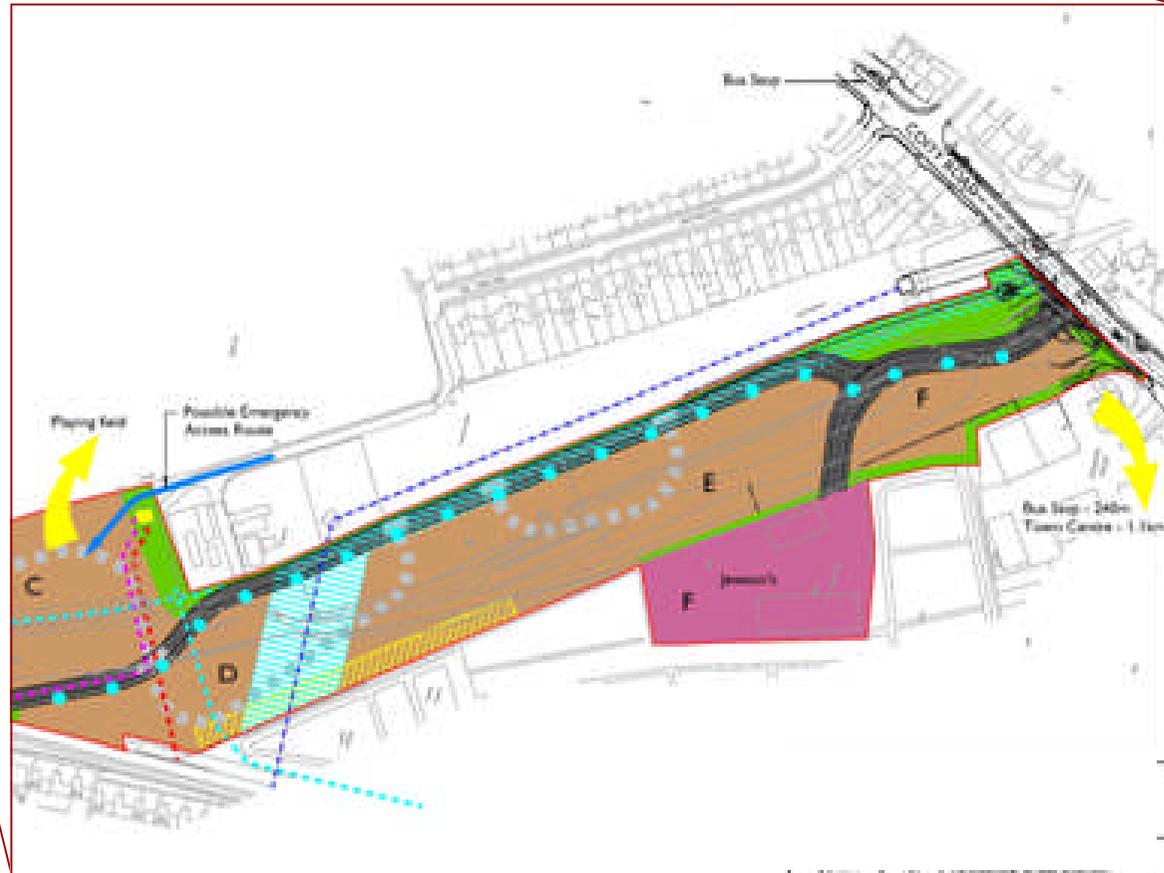






KEY:

- Site Boundary
- Employment with potential for future residential development.
- Residential (to include appropriate LEAP / LAP provision)
- Green space / Public Open Space.
- Area of development potentially limited by overhead high voltage electricity pylons / cables.
- Possible traffic calming feature.
- Internal loop road arrangement for residential development areas.
- Possible footway / cycleway links to local schools / amenities.
- Footway / Cycleway links through the site. (Community Route)
- Area of land that is BRBR owned but currently rented by adjacent residential property owners on Greenwood Close.
- Area of development to be incorporated as rear gardens to take account of tree root protection zones associated with Poplars within adjacent cemetery.
- Existing Gas Apparatus within site boundary (Under licence)
- Gas - Medium Pressure (3m Easement required)
- Gas - Intermediate Pressure (5m Easement required)
- HV Electricity (underground) (1m Easement required)
- HV Electricity (overhead) (6.5m Vertical clearance required)



Local Planning Authority Consultation Observations

The Local Planning Authority's observations on the concept masterplan are outlined below and over under appropriate headings. These comments provide a useful insight to the scope of future and additional investigations needed to take the masterplan forward to a greater level of design detail and/or the submission of a planning application.

Transportation

The Highway Authority indicates that a residential development in the order of 100 dwellings would give rise to the need for a Transportation Assessment which should take account of Junction 36 of the M4 and the junction of the Cross Valley Link.

The major junctions inbetween will also need to be considered (i.e. Litchard Cross / Heol West Plas, Princess of Wales Hospital, Pendre, Cemetery Road, Springfield Gardens etc). With regard to Junction 36 there will be a need to take account of the likely impact from Parc Derwen and North East Brackla within the assessment. The geometry of the junctions including spacing and the layout of the right turn holding lanes appears to be acceptable in principle, although, again, the Transportation Assessment may give rise to a need for some slight adjustments.

Biodiversity

An ecological assessment of the site should be undertaken with particular reference to any protected species that may be colonising the site. This assessment should also contain mitigation measures for the conservation of the wildlife features of the site. If protected species are identified during the course of the ecological assessment, the applicant will need to obtain the relevant development license from the Welsh Assembly Government to ensure the appropriate mitigation for the protected species. The site contains Japanese knotweed (*Fallopia Japonica*) which should be eradicated prior to the commencement of works and in accordance with the Environment Agency's Code of practice for the management, destruction and disposal of Japanese knotweed.

The provision of a mosaic of natural greenspace should be included in the design of the site to contribute to Bridgend's green infrastructure with the aims of meeting the needs as a wildlife corridor and refuge as well as providing areas for recreation. Other ecosystem service benefits can be incorporated in the areas of natural green space for example by mitigating the effects of the increase in surface water run off by development of the site. The incorporation of measures such as Sustainable Urban Drainage Systems (SUDS) should also be designed to have biodiversity benefits.

The provision of a mosaic of natural greenspace should be included in the design of the site to contribute to Bridgend's green infrastructure with the aims of meeting the needs as a wildlife corridor and refuge as well as providing areas for recreation. Other ecosystem service benefits can be incorporated in the areas of natural green space for example by mitigating the effects of the increase in surface water run off by development of the site. The incorporation of measures such as Sustainable Urban Drainage Systems (SUDS) should also be designed to have biodiversity benefits.

The large area of green space adjacent to residential Zone A should be kept as natural as possible. Therefore, It is recommended that amenity grassland areas within this zone be left to re-colonise or are planted up with native species in order to enhance its ecological potential and connectivity. Alternatively the grassland within this zone could be managed as a meadow, with an early and late cut, with the arising removed in order to ensure that the nutrient levels are kept at a minimum, which would support greater botanical diversity.

It is noted that Zone D contains no provision for green space. It is therefore recommended that this area is planted with native tree species along its periphery as a means of ensuring the continuity of the wildlife corridor throughout the site.

Pollution Control

The Council's Public Protection department has reviewed the Phase 1 desktop survey and agree with the recommendations in the report. As per normal planning procedures, a full ground investigation be carried out and the results submitted for review prior to the commencement of any development being carried out.

In addition there could be a possible issue in the future regarding noise, light pollution or dust issues affecting the proposed residential areas D and E from the Jewsons in Area F. This situation could be assessed further during any planning application.

Community Safety

The Council's Community Safety team is concerned that previous antisocial behaviour problems on the site do not resurface through its redevelopment. Design and layout will be important considerations in ensuring a safe environment for all and the Police's Crime Prevention Design Advisor will have an important role as the masterplan develops.

Section 106 Contributions

Affordable Housing is a policy requirement (currently at 30% as previously indicated). Other contributions such as education, public open space, community facilities and transport will be defined as the scheme moves towards a further stage of design detail.

6. Conclusions

This planning brief presents an indicative masterplan that has been informed by a range of technical investigations, consultations and policy review.

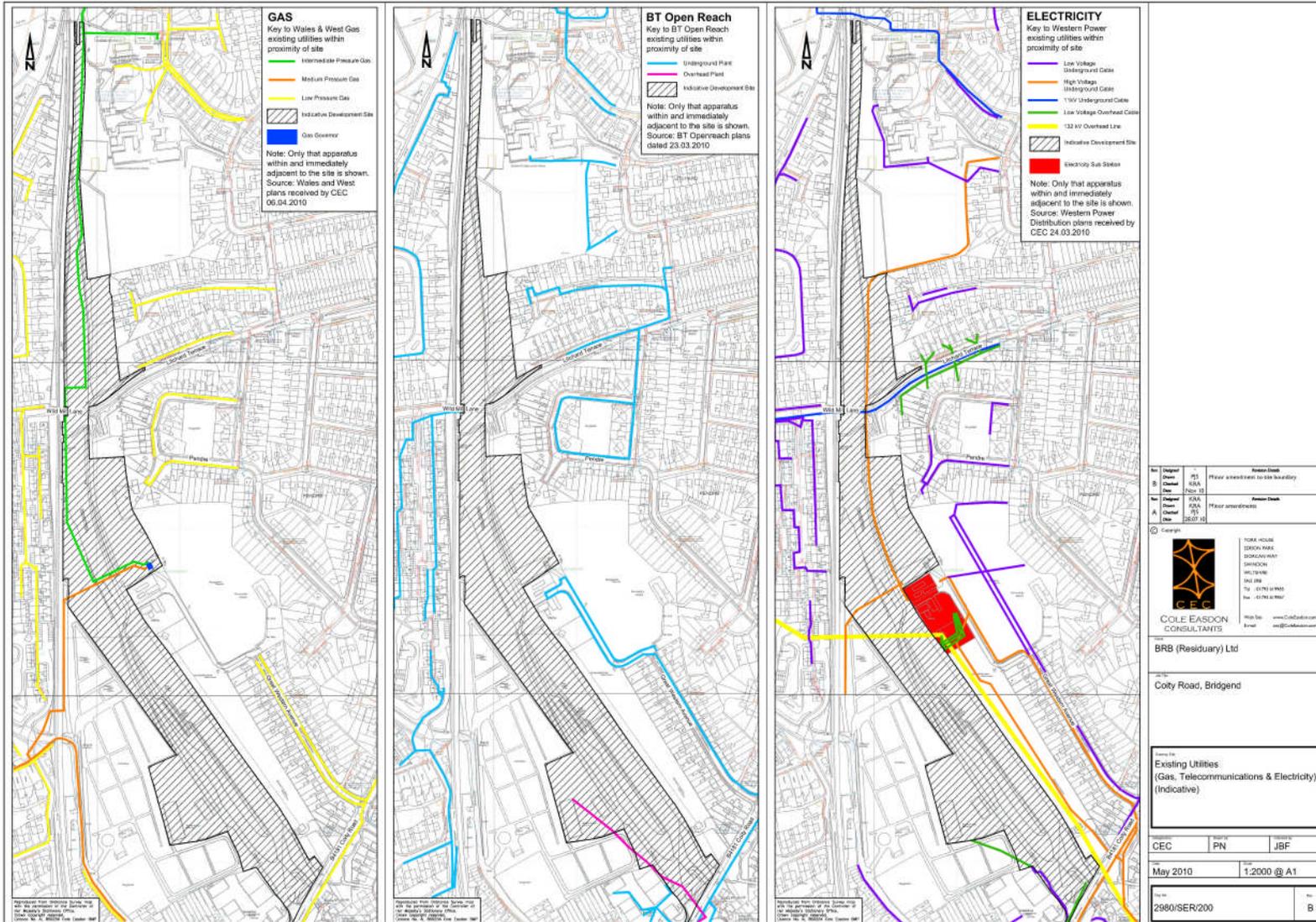
The planning brief presents a mixed use concept in line with the LDP candidate site submission, retaining a number of key elements of the existing allocation, namely the park and ride facility, public open space and a community recreational route.

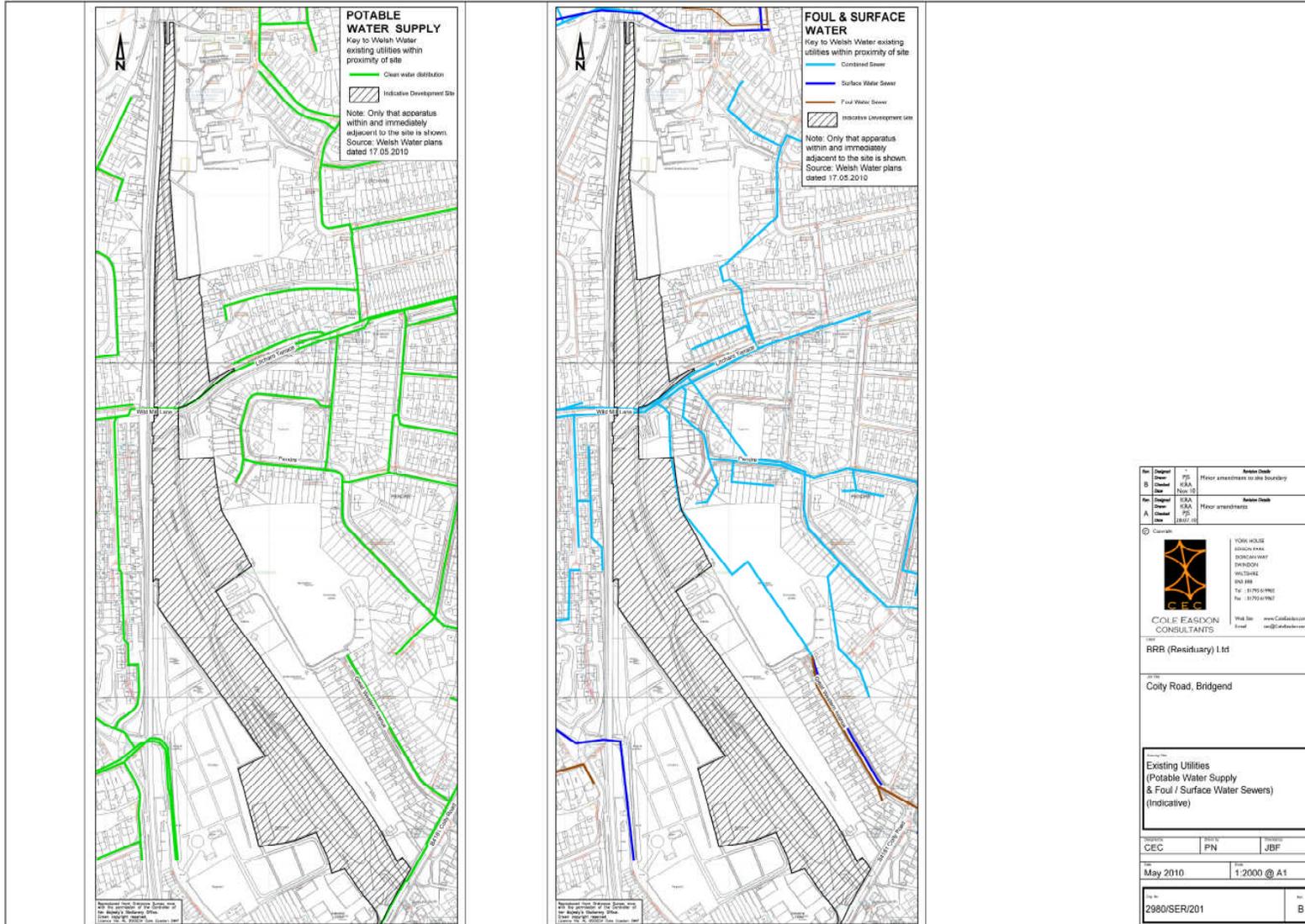
The current allocation proved to be undeliverable, in good market conditions and with a sustained marketing campaign.

To ensure viability in the face of identified infrastructure challenges and associated abnormal costs and ensure greater certainty of the redevelopment of the study site within the lifetime of the LDP, the proposal is a residentially led development. Consultation with the Local Planning Authority has indicated acceptance of the principle of this (subject to the LDP process) based on the outcome of a recent review of employment land across the County Borough (Bridgend Employment Land Review, June 2010) which recognises that there is a large amount of employment land available in Bridgend town and that this site could be released without detriment to future supply.

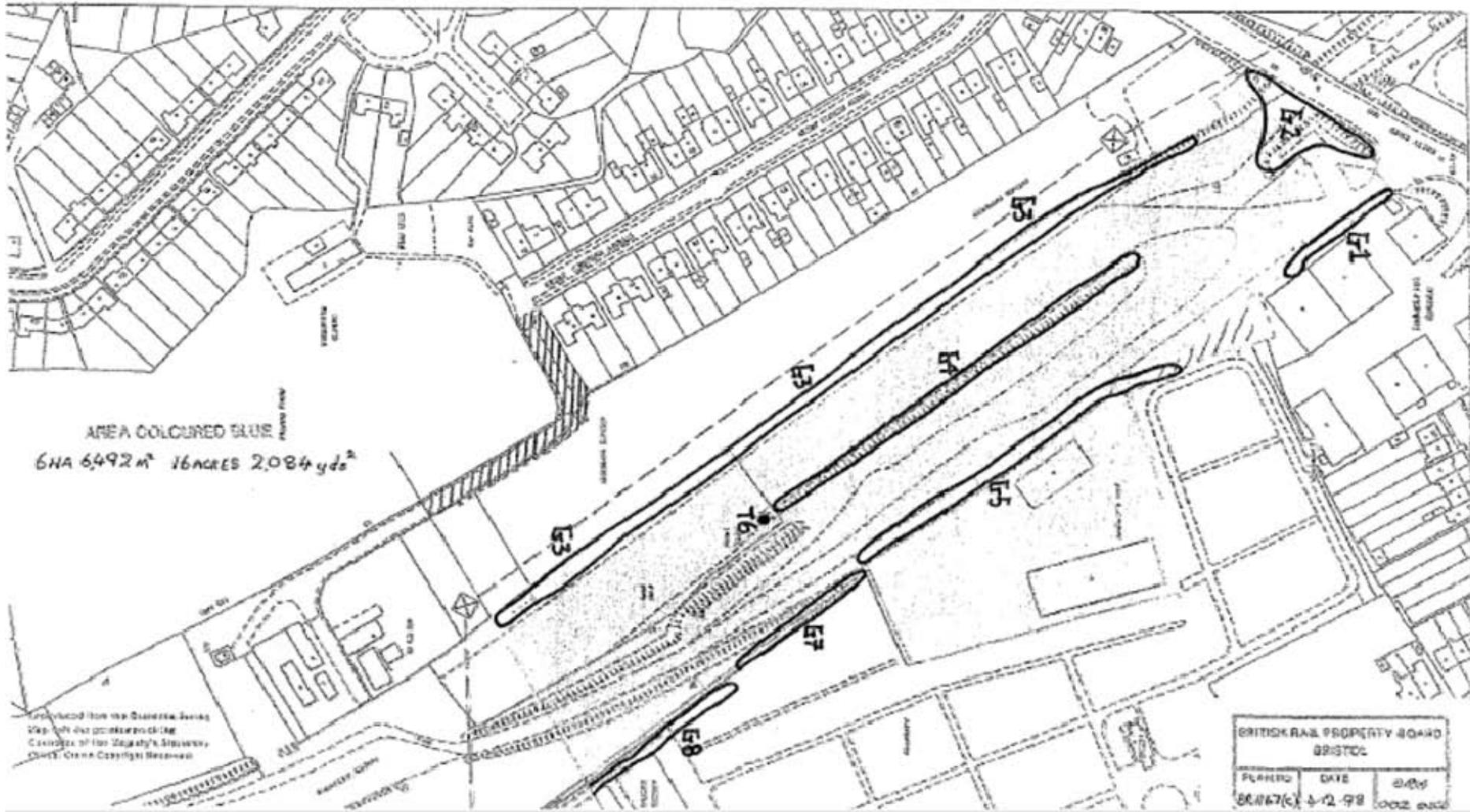
In addition to the emerging supportive policy framework, the technical investigations to date demonstrate that the site can be serviced, that the indicative proposal works in highways terms and that the site is not at risk of flooding.

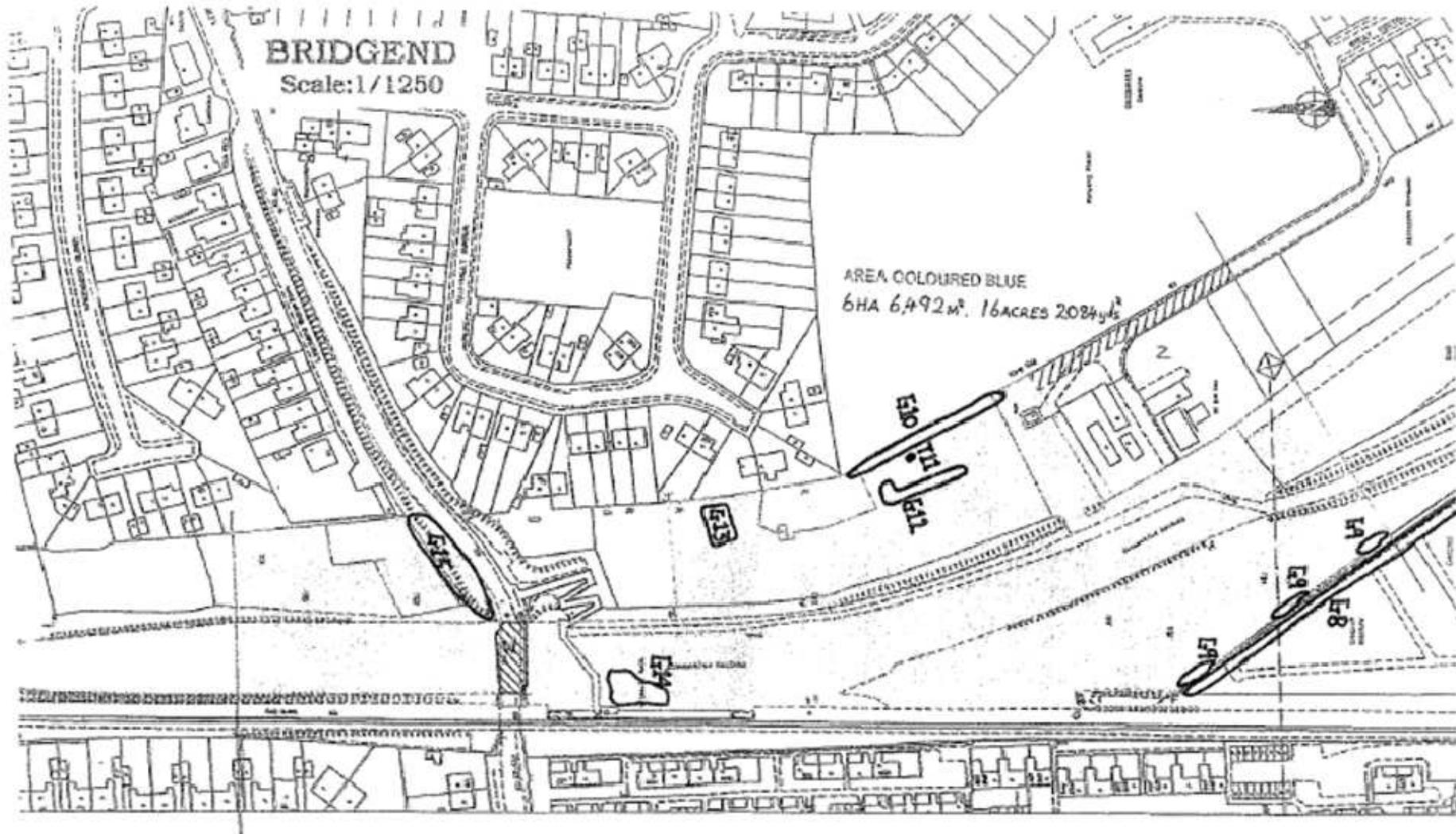
Greater definition on the form of the development will come with further technical investigation and consultation, such as ground conditions and ecology. Greater clarity on the scale of planning obligations will also be achieved with further discussions with the Council.

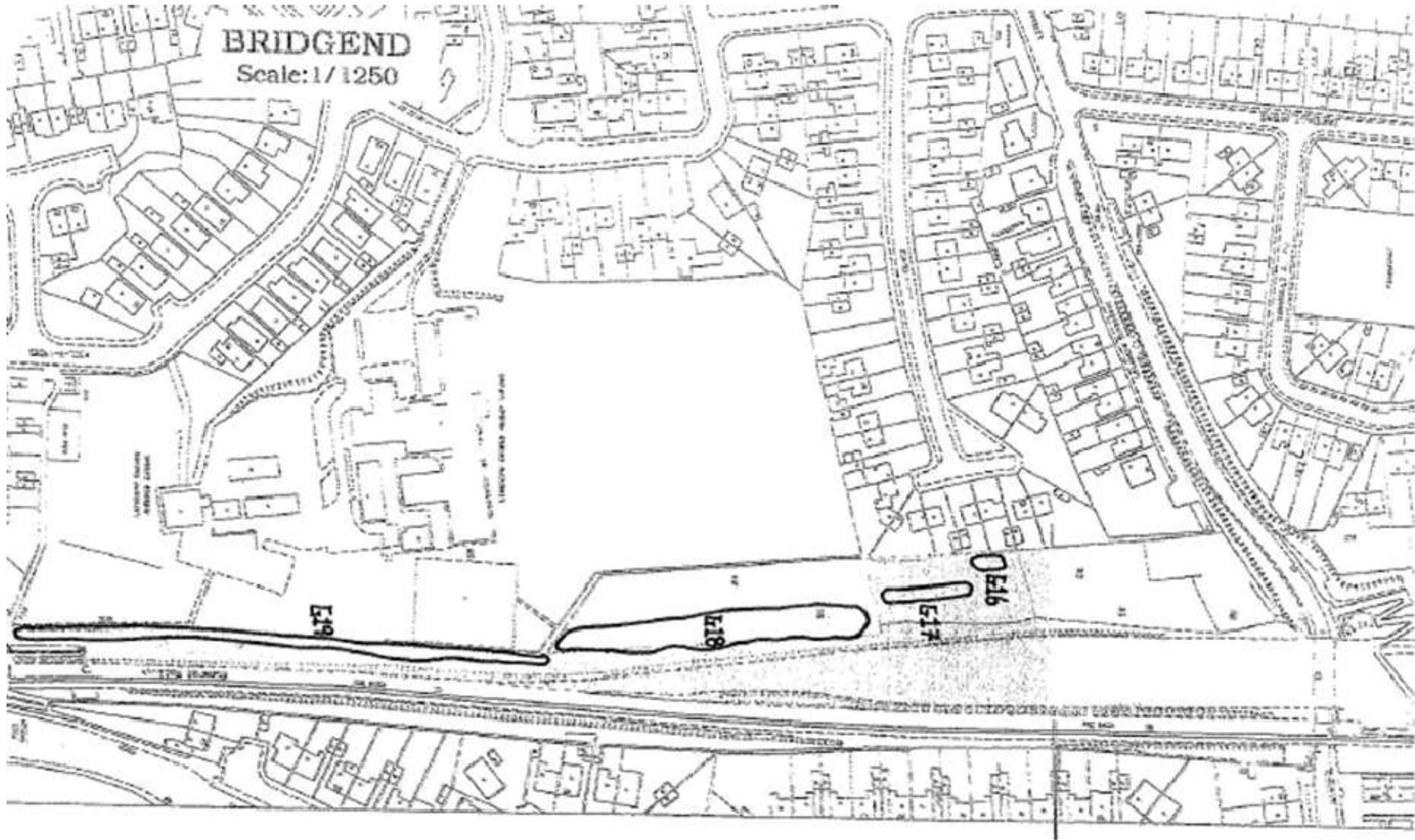


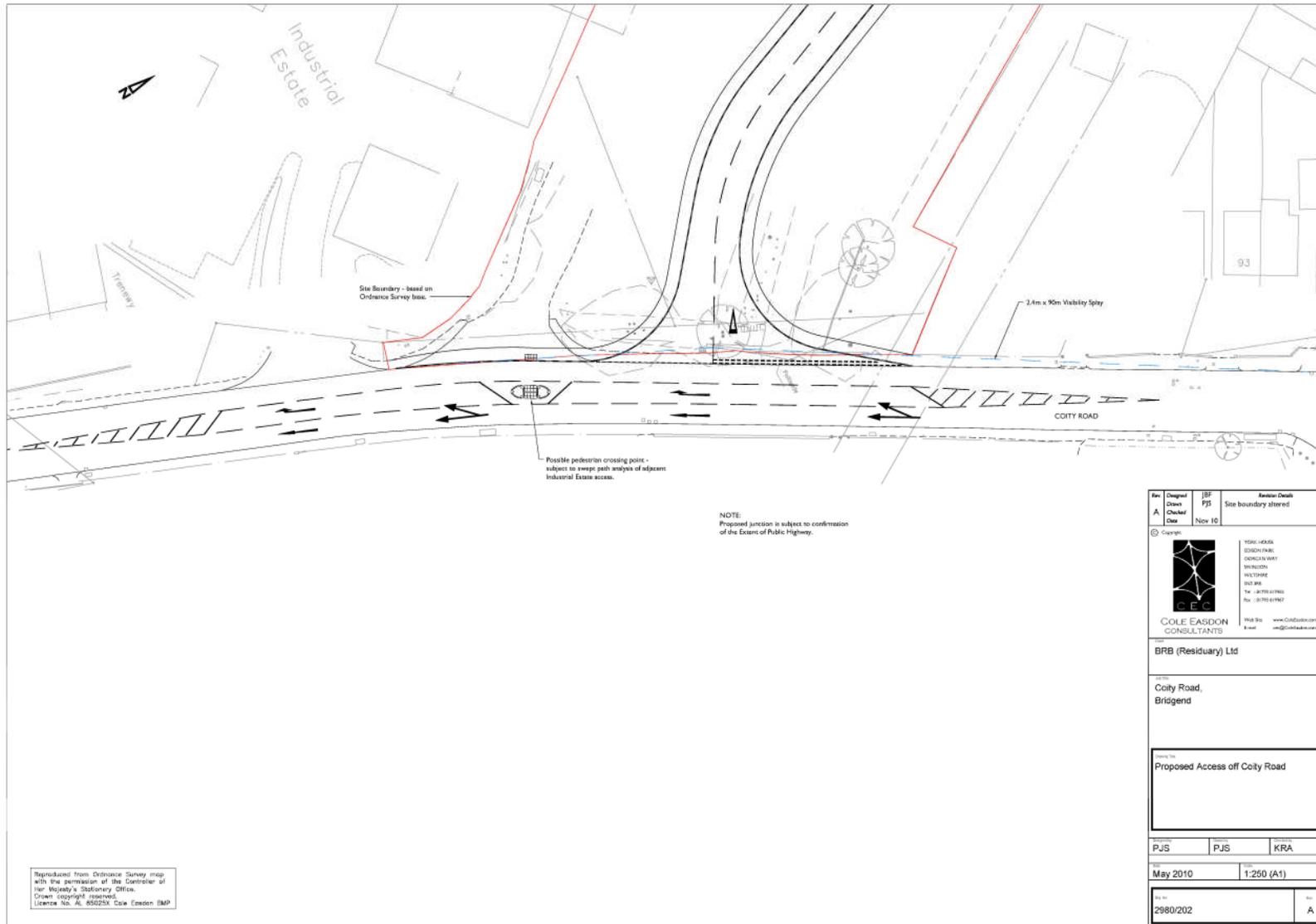


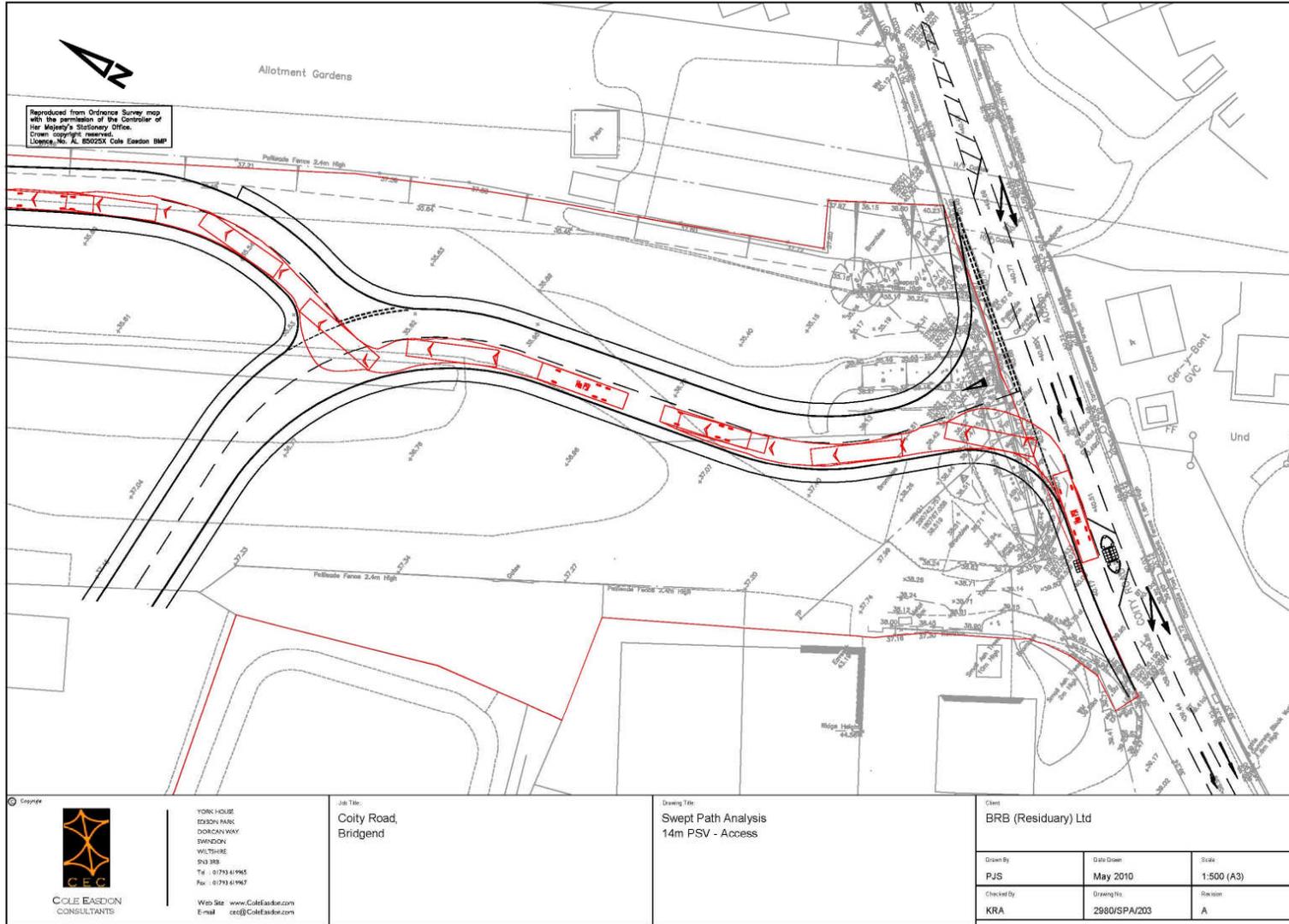
Appendix 2 — tree survey

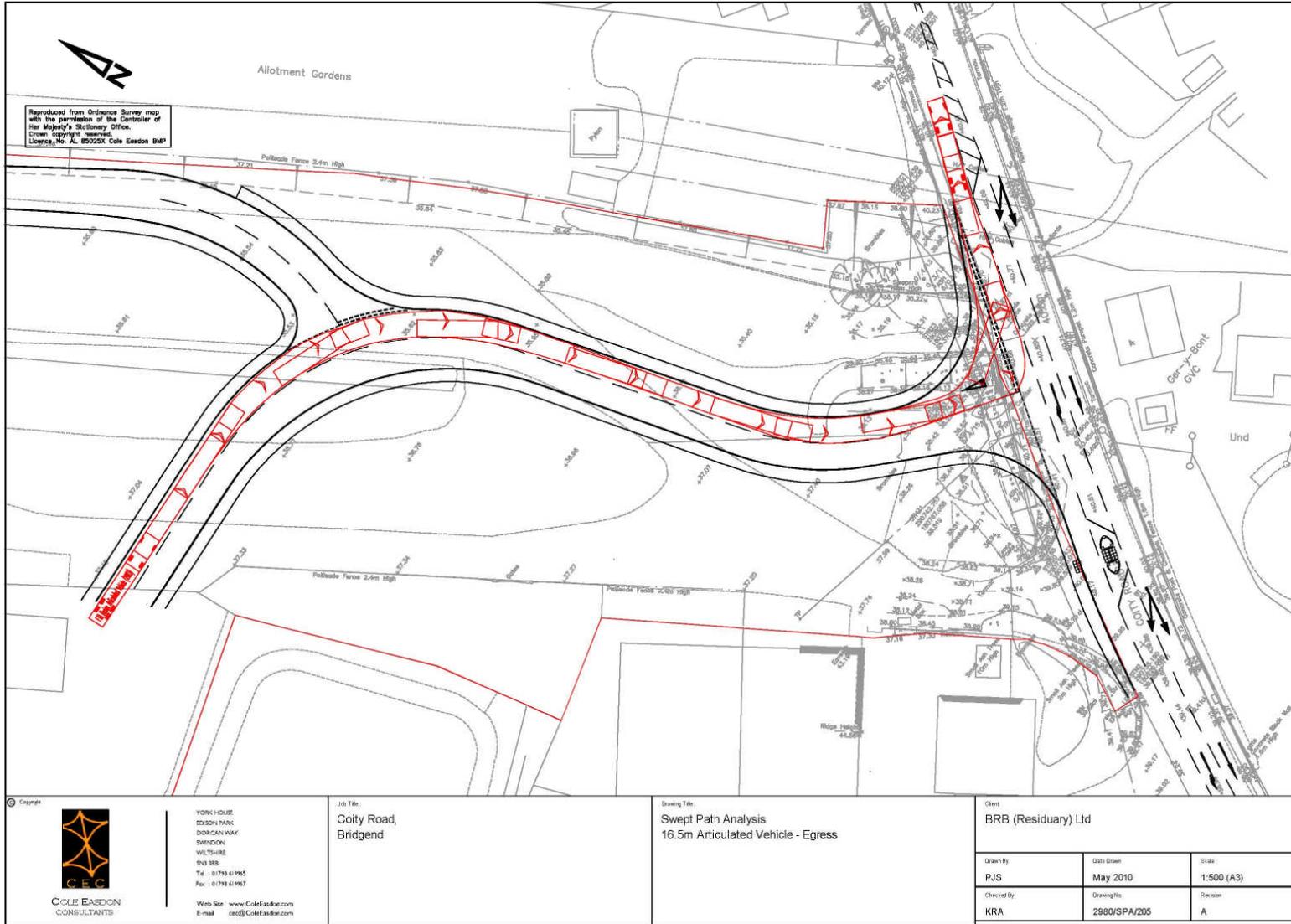












 COLE EASON CONSULTANTS	YORK HOUSE EDSON PARK DORCAN WAY SWINDON WILTSHIRE SN1 3BS Tel : 01793 61965 Fax : 01793 61967 Web Site : www.ColeEason.com E-mail : ce@ColeEason.com	Job Title: Coity Road, Bridgend	Drawing Title: Swept Path Analysis 16.5m Articulated Vehicle - Egress	Client: BRB (Residuary) Ltd	
	Drawn By: PJS	Date Drawn: May 2010	Scale: 1:500 (A3)	Checked By: KRA	Drawing No.: 2980/SPA/205
	Revision: A				

Appendix 4 — public transport interchange

