

**BRIDGEND  
REPLACEMENT LOCAL DEVELOPMENT PLAN (2018-2033)  
EXAMINATION**

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**SCHEDULE OF MATTERS, ISSUES AND QUESTIONS**

**Matter 12: Good Design and Sustainable Placemaking – Strategic Allocation at Land East of Pyle (PLA5 and SP2(5))**

*Issue – Is the allocated Strategic Development Site soundly based and capable of delivering new residential and community development over the Plan period?*

**a) What is the current use of the Strategic Development Site (SDS)?**

The site comprises approximately 100 hectares in total and is divided into 2 parcels by the alignment of the A48. The site rises gradually upwards away from the A48 roundabout and is currently in agricultural use. However, a detailed Agricultural Land Classification Survey was carried out (SD168, 2020) and confirmed none of the site comprises Best and Most Versatile Agricultural Land.

**b) What is the proposed use of the SDS?**

Land East of Pyle is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses.

**c) What are the constraints affecting the site, and are these constraints significant obstacles to development within the Plan period?**

The constraints affecting the site are detailed within the Implementation and Delivery Appendix to the Replacement LDP, together with the Infrastructure Delivery Plan (SD77, 2022). However, none are considered significant obstacles to development within the Plan period due to suitable mitigation measures having been identified. The site's supporting evidence has taken all constraints into account to demonstrate the site is both deliverable and viable. The main constraints are summarised below for ease of reference:

**Safe Pedestrian and Cycle Linkages to Pyle**

The development will deliver a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe active travel linkages and mitigate this constraint. Detailed bridged designs have been drafted by RVW Consulting (SD177), Network Rail support construction of a new bridge over the

railway line in principle and the Council are willing to adopt and maintain the bridge in principle (refer to SD182 Position Statement, Pedestrian and Cycle Bridge). All estimated bridge construction, adoption, capital and maintenance costs have been factored into the site's independent viability appraisal. This demonstrates the development is viable at allocation stage and is capable of funding a new pedestrian and cycle bridge to maximise safe active travel opportunities between the site and Pyle.

### **Transport Mitigation**

The Strategic Transport Assessment (SD95, 2022) considered the collective impact of the proposed allocations on the strategic highway network. As summarised in Background Paper 24: Strategic Transport Assessment (SD56), appropriate mitigation is possible via a s106 contribution to enhance the strategic highway network. For Land East of Pyle, this will include signal enhancements to the A483 Cowbridge Road/B4265 Ewenny Road/ A473 Langenau Strasse/Nolton Street, together with further signal enhancements to the A473/B4622/Bright Hill signals. These mitigation measures have been considered as part of the site-specific viability appraisal for Land East of Pyle, ensuring all transport related constraints can be overcome to enable the development to come forward.

### **Pyle Railway Station Future Re-Location Plans**

A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to the north of this site and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. While the Land East of Pyle allocation is not predicated on these plans, the allocation will reserve land to the north of the site for a new park and ride facility, so as not to prejudice these plans coming forward in the future.

### **Flood Risk**

A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 along the northern boundary of the eastern parcel of land. The illustrative masterplan has considered these constraints and has appropriately positioned development around them to mitigate flood risk and ensure the site's development will not be in conflict with the requirements set out in the forthcoming TAN15.

### **Education Capacity**

The development will generate additional school places and could place strain on catchment schools, which may be at capacity at the time of application. The development will therefore meet the needs for the additional school places it generates through on-site provision and financial contributions. The development must provide 4.6 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and an additional buffer of 1.1ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through s106 in accordance with the Education Facilities and Residential Development SPG. These requirements are specified within Thematic Policy PLA5 and contributions have been considered as part of the site's independent viability appraisal to certify deliverability.

### **Utilities**

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. For electricity, the development will need to fund connections, diversions and an EHV 33/11 kV Primary Substation on-site. Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision. A feasibility study has been completed, including costing estimations necessary to enable the development to be delivered.

Welsh Water have advised the nearest option for a foul connection would appear to be onto the 300mm combined sewer in Ffordd Yr Eglwys, at the junction with Pill Y Cynffig. An initial 200 dwellings could be accommodated at this point and further modelling will be required, yet Welsh Water advised there were no further significant capacity concerns aside from this. Upsizing of the existing local network will be required, along with surface water removal, to offset the significant increase in foul flows. However, this will necessitate more detailed hydraulic modelling, which would be conducted to support the future planning application. This would also inform any reinforcement works necessary to serve the site with clean water.

These requirements have been factored into the Infrastructure Delivery Plan (SD77, 2022). National Grid and Welsh Water ultimately consider there to be no major constraints regarding the capability of the electricity and gas transmission systems and water and sewerage infrastructure to accommodate the development (refer to respective Statements of Common Ground, SD100 and SD101).

#### **d) In light of the constraints, and having regard to the need to provide affordable housing, is SDS economically viable?**

Yes, the site has been subject to rigorous independent viability testing, at a level of detail that is both meaningful and proportionate to the site's significance in the Replacement LDP. The site promoter commissioned Burrows-Hutchinson Ltd to

undertake Independent Financial Viability Appraisals using the Development Viability Model; an approach endorsed collectively by Welsh Government, the South East Wales Region and South West Wales Region.

An initial site-specific appraisal was undertaken in 2021, which established the site could meet the proposed Replacement LDP policy requirements in full, while delivering a competitive, market risk adjusted return to the developer and a land value that is sufficient to encourage a land owner to sell for the proposed use. This appraisal was later refreshed in 2022 to consider changes in affordable housing transfer values, market values and construction costs since the original appraisal, plus details from the latest concept masterplans and recommendations from the Strategic Transport Assessment. This later appraisal reaffirmed the site's viability based on the latest evidence, coupled with realistic and reasonable assumptions concerning costs and values. Both appraisals were undertaken in accordance with the preferred approach set out in Welsh Government's Development Plans Manual (Edition 3), after appropriate consultation on key issues and principles with the site promoter.

The appraisals evidence the site's ability to deliver 15% affordable housing in accordance with the need identified in the LHMA, two 2 form entry primary schools to meet identified education needs, strategic highway improvements in response to the Strategic Transport Assessment and recreational facilities in accordance with the Replacement LDP policy framework. The appraisals have also demonstrated the site is capable of funding enhanced active travel linkages with the wider Pyle settlement via a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road A48; a key requirement to provide safe active travel linkages between the site and Pyle.

This evidence demonstrates the site is financially viable to develop and there are considered to be no impediments to delivery, having full regard to site-specific constraints and the need to provide affordable housing. Refer to the Potential Strategic Sites Independent Financial Viability Appraisals Report (2021) and Updated Financial Viability Appraisals Addendum - Strategic Sites (2022).

**e) Are the number of residential units proposed realistic and deliverable over the plan period?**

Yes, the site is supported by a proposed illustrative masterplan and proving layout, which were informed by a density level considered to respond most appropriately to the site-specific context. The masterplan has been refined to enable development parcels or areas to be quantified using a density that engenders character and a clear street hierarchy. This has enabled an accurate calculation of the overall anticipated housing numbers, which has been benchmarked against recent, comparable strategic housing-led mixed-use developments within the region. The

development will consist of a range of multi-tenure dwellings at densities ranging from 24 dwellings per hectare up to 50 dwellings per hectare. The majority of the site will be developed at a density of 38 dwellings per hectare, considered appropriate to enable a population suitable of supporting a sustainable mix of uses contained within a neighbourhood. Refer to SD174 Masterplan, SD176 Proving Layout and SD173 Masterplan Supplementary Report – Density.

The number of residential units proposed is also considered deliverable and 970 dwellings are expected to be delivered within the plan period. The housing trajectory rate has been informed by site-specific evidence on deliverability, viability and phasing analysis in consultation with the site promoter and Housing Trajectory Stakeholder Group. At the most recent Housing Trajectory Stakeholder Group (held on 27/05/2022), there were no outstanding matters of disagreement on the timing and phasing of sites in the plan period. Equally, all strategic site promoters are party to a Statement of Common Ground (SD241, dated 20/12/2022) that confirms all signatories unanimously support the RLDP and consider the strategic allocations sustainable, viable and deliverable in accordance with the submitted housing trajectory.

**f) How and when will the proposed new educational facilities be delivered?**

The new education facilities will be delivered on-site. The developer will be required to provide the land and a financial contribution to the Local Education Authority in accordance with the 2021 Educational Facilities and Residential Development Facilities SPG (or subsequent updates thereof). This has been factored into both the illustrative masterplan and also the site-specific viability appraisals to demonstrate the new facilities are deliverable and have been considered as part of the proposed allocation from the outset. The requirements are specified in PLA5, necessary to render the future development acceptable in principle. The Infrastructure Delivery Plan (IDP, SD77, 2022) also provides a single schedule of all infrastructure necessary to render development acceptable in planning terms, including educational facilities. The allocation will need to deliver appropriate supporting infrastructure, as referenced within the IDP, to enable the quantum of proposed development within the plan period to proceed.

The timescales for delivery of the new educational facilities will be specified through a s106 agreement, which will be monitored through dwelling occupation triggers, to ensure timely delivery of the schools in dialogue with the Local Education Authority.

**g) What are the mechanisms and timescales for delivering the site?**

Thematic Policy PLA5 details the site-specific requirements for Land East of Pyle, set within the context of SP3. This will enable its implementation, in accordance

with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2.

The Implementation and Delivery Appendix also sets out the key issues, constraints, phasing and mitigation measures which are required to deliver the site, from which monitoring indicators and triggers have been derived. It provides an overview of site-specific delivery and implementation issues, including site constraints, necessary mitigation and compensation measures. This informs the site's planning, infrastructure and s106 requirements and will ensure clarity for all parties at planning application stage. A s106 agreement will be utilised to outline specific triggers and thresholds for delivery of all planning obligations on the site.

Delivery of the site has been subject to site-specific phasing analysis (in combination with the site promoter and Housing Trajectory Stakeholder Group) to enable development of the housing trajectory. The site is projected to deliver 70 residential units in 2026/27, with 150 residential units per annum thereafter; a total of 970 residential units in the plan period. Occupation of such units will form the basis for setting appropriate s106 triggers to deliver the necessary planning obligations and infrastructure requirements, which will be monitored by the LPA.

**h) Is the allocation of the SDS essential to ensure the soundness of the Plan?**

Yes, this Sustainable Urban Extension is essential to deliver an appropriate quantum of sustainable development within the Sustainable Growth Area of Pyle, Kenfig Hill and North Cornelly. It accounts for 12% of the total housing provision and exhibits high placemaking credentials in terms of accessibility, availability of amenities and employment provision in the context of the existing population base and position in the settlement hierarchy. Development of this site will direct growth towards a Main Settlement that exhibits high housing need as identified by the LHMA and will enable delivery of a range of other supporting infrastructure including two new primary schools, recreation facilities, highways and active travel enhancements, including a new pedestrian and cycle bridge over the railway line that safely connects the site to Pyle. This site is supported by extensive viability and deliverability evidence and presents a key opportunity for sustainable new development to take place over the plan period to help meet the LDP Vision and Objectives and ensure implementation of the Regeneration and Sustainable Growth Strategy.