

APPENDIX TO CHAPTER 2.0
Alternative Sites Assessment

ISLAND FARM SPORTS VILLAGE, BRIDGEND, WALES
Environmental Statement

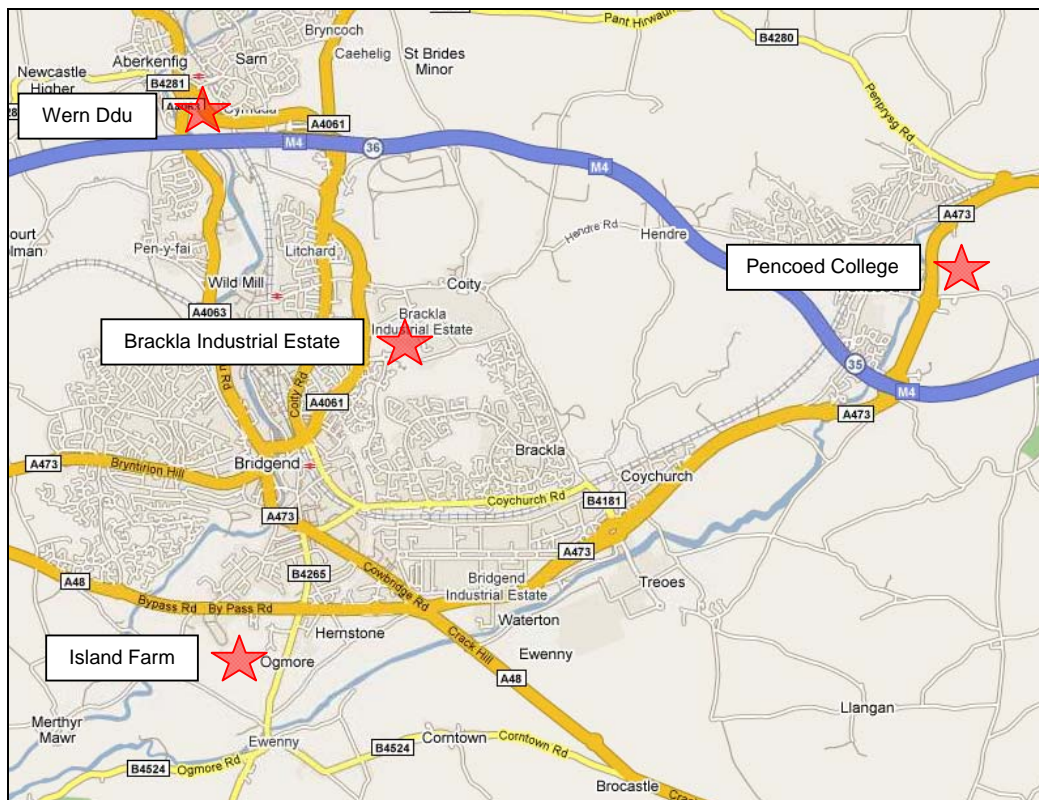
COLLATION OF ALTERNATIVE SITES ASSESSMENT PLANS AND TABLES

1.1 Introduction

1.1.1 These appendices provide detail of the full assessments undertaken for each of the sites, including location plans.

1.1.2 In addition, the following plan also details an overview the four sites in relation to Bridgend Town Centre:

Location plan



1.2 Land at Pencoed College

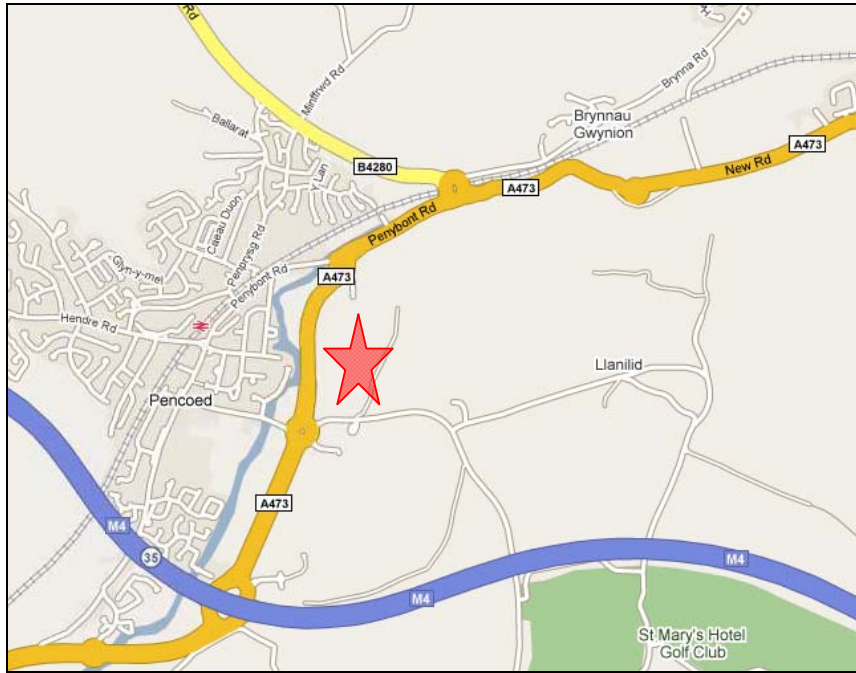
Assessment Table:

Land at Pencoed College	
1. Site Ref: 1	2. Address: Bridgend College, Pencoed Campus.
3. Size (Approx): 15 – 25ha	3. Configuration: Broadly triangular
5. Ownership (if Known): Bridgend College (Bridgend County Borough Council).	
6. Topography and Other Site Details: The topography of the site is relatively flat and characterised by open agricultural fields.	
7. Existing Uses: The site is currently defined as open countryside in agricultural use with a number of the fields being used for grazing.	
8. Adjoining Uses: The northern site boundary is characterised by built development in the form of Bridgend College (Pencoed Campus) and Pencoed Garden Centre. More agricultural fields make up the eastern boundary, and the Bridgend Technology Park is the predominant feature to the South. The A473 runs along the Western boundary with the residential settlement of Pencoed beyond.	
9. Accessibility: The site can be accessed from Felindre Road to the south of the site. Felindre Road links into the A473 which runs south to Junction 35 of the M4. There are also opportunities to access the site from the north, through the college site. Pencoed railway station is situated off Hendre Road, approximately 1.2 km to the west of the site which offers two services per hour to Bridgend (town centre) station, with a more limited service on Saturdays (1 service per hour) and Sundays (1 service every 2 hours). There is also an hourly service to Cardiff throughout the day (Mon – Sat) with more regular services at peak times, the Sunday service is infrequent and sporadic. There is also a bus stop on Penybont Road (0.3 km to the north-west) offering 4-5 services per hour to Bridgend, Ynysmaerdy and Talbot Green throughout the day (Mon-Sat with restricted services on Sundays) (Service numbers 244, 45 & 46).	
10. Site Constraints (Physical): A considerable proportion of the lies within Zone C2 (area of floodplain without significant	

flood defence infrastructure) of the TAN 15 Flood Maps.	
11. LPA: Bridgend County Borough Council	12. Development Plan: Bridgend UDP 2006
13. Development Plan Allocation: M14 (5) – (East of Pencoed) Sand and Gravel Resource Safety Area.	
14. Other relevant Designations: A small proportion (to the south) of the site in undesignated (white) land. The site is also outside of the settlement boundary.	
15: Planning History (if Known): None of relevance.	
16. General Overview of Suitability for Proposed Development: The site, by virtue of its size appears too small to accommodate the proposed development (built form). The flood plain is a major physical constraint for sports fields and built development. Despite the sites proximity to Pencoed railway station, this would be a largely car-borne development. Due to the site location in relation to Bridgend Town Centre (approx. 8km in distance), the catchment of the site is largely reduced. Furthermore, there are a number of associated disbenefits in terms of transportation and sustainability as a result of its location.	
17. Overview of Availability: Unknown.	18. Overview of Viability / Deliverability: Unknown.
19. Conclusions: Unsuitable, Poor Accessibility, Constrained The site is too small to facilitate the broad development requirements. It is affected by the flood plain and is unsuitable due to its distance from Bridgend Town Centre and its associated catchment area resulting in negative transportation and sustainability implications.	

Appendices for Chapter 1-4 - Alternative Sites Assessment

Site Location:



1.3 Land at Wern Ddu

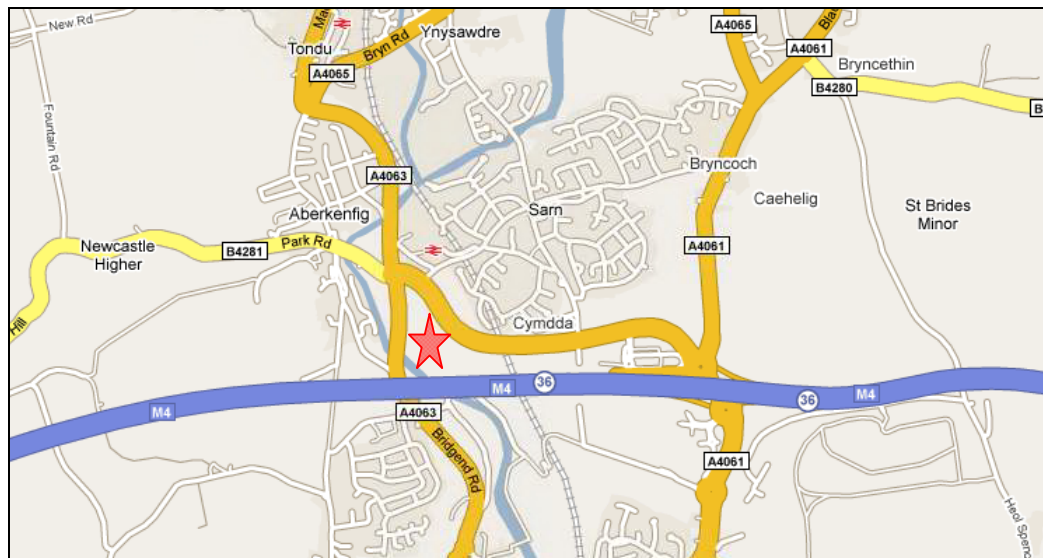
Assessment Table:

Land at Wern Ddu	
1. Site Ref: 2	2. Address: Land at Wern Ddu, West of Sarn Services.
3. Size (Approx): 9ha	3. Configuration: Broadly triangular
5. Ownership (if Known): Unknown	
<p>6. Topography and Other Site Details:</p> <p>The site has a rising gradient from south to north, with the River Ogmore running along the Southern boundary.</p>	
<p>7. Existing Uses:</p> <p>The site, at present, has no defined use and is designated as a green wedge. It is overgrown scrub land with a number of formal and informal footpaths running across the site (the majority from north to south).</p>	
<p>8. Adjoining Uses:</p> <p>The site is bordered, primarily by the existing traffic network in the vicinity. The Northern and Eastern boundary is predominantly defined by the A4063 which is a busy dual-carriageway past which are the villages of Sarn and Aberkenfig. The Southern boundary is characterised by the M4 Motorway and River Ogmore. The Western boundary comprises Bridgend Road (A4063) and open fields thereafter.</p>	
<p>9. Accessibility:</p> <p>Due to the site topography, access to the site is currently restricted to a narrow lane (unidentified) off Bridgend Road to the south of the site.</p> <p>Sarn railway station is situated off Heol Persondy, approximately 1 km to the north of the site, which offers an hourly service to Bridgend (town centre) station (throughout the day, 7 days a week) and a further, hourly service to Cardiff (throughout the day, 7 days a week).</p> <p>The site is however poorly serviced by buses. The nearest bus stop is located on Pen-Y-Fai Road (0.5 km to the west) which is served once an hour running to Bridgend Town Centre.</p>	
<p>10. Site Constraints (Physical):</p> <p>The changing, varying gradient of the site and the presence of the River Ogmore watercourse may require mediation.</p>	

<p>In addition, a considerable proportion of the site lies with Zone C2 (area of floodplain without significant flood defence infrastructure) of the TAN 15 Flood Maps with the remainder within Zone B (areas known to have been flooded in the past evidenced by sedimentary deposits).</p> <p>The site is restricted by the form of the surrounding road infrastructure, with the nature of the A4063 restricting the net developable area.</p>	
<p>11. LPA: Bridgend County Borough Council</p>	<p>12. Development Plan: Bridgend UDP 2006</p>
<p>13. Development Plan Allocation:</p> <p>EV11 (7) – Green Wedge</p>	
<p>14. Other relevant Designations:</p> <p>RC13 – National Cycle Route running across site from north to south. The site is not within a settlement boundary.</p>	
<p>15: Planning History (if Known):</p> <p>This site has been subject to a number of previous planning applications – all of which have been withdrawn or refused.</p> <p>Most recently, an outline application and a full application was submitted in March 2003 and June 2006 respectively. Outline permission was sought for a ‘covered multipurpose stadium and hotel’ (application reference P05/437/OUT) and full permission was sought for a ‘covered multi-purpose stadium with football pitch and facilities’ (application reference P06/681/FUL). Both applications were withdrawn.</p> <p>In between the two above mentioned applications, an outline application for a ‘covered multi-purpose stadium, swim, diving pools and hotel’ was submitted in January 2004 which was deemed refused because the applicant failed to provide the LPA with the required further information.</p> <p>Prior to the above detailed applications, three further planning applications were submitted on the site in the 1990s – for differing schemes including a rugby stadium, leisure facilities and a hotel – two were refused and one was withdrawn. The reasons for refusal related to the following issues:</p> <ul style="list-style-type: none"> • Development in the countryside • Development in the green wedge • Insufficient details to enable an assessment of highway safety considerations to be made • Flood risk 	

16. General Overview of Suitability for Proposed Development:	
<p>The site only measures circa. 9ha and as such is not suitable for development of a sports village to incorporate both built structures (including stadia and sports facilities) as well as the required training pitches, landscaping and parking.</p>	
17. Overview of Availability:	18. Overview of Viability / Deliverability:
Unknown.	Unknown.
19. Conclusions: Unsuitable, Constrained, UDP Policy Incompliant	
<p>The sites size and topography is not considered suitable to accommodate the development of a sports village and science park. Furthermore, the site is allocated within the development plan as green wedge and is within a flood plain which has, in the past, been sufficient to deem planning refusals on the site.</p>	

Site Location:



1.4 Land at Island Farm

Assessment Table:

Land at Island Farm	
1. Site Ref: 3	2. Address: Island Farm
3. Size (Approx): 50ha	3. Configuration: Broadly square
5. Ownership (if Known): HD Ltd / Bridgend County Borough Council	
<p>6. Topography and Other Site Details:</p> <p>The site topography is relatively flat, with a slight decrease in gradient from north-east to south-west.</p>	
<p>7. Existing Uses:</p> <p>The site is predominantly arable farmland with a WWII Historical Site ('Hut 9') in the north-east corner.</p>	
<p>8. Adjoining Uses:</p> <p>The northern site boundary is characterised by the A48 and southern settlement boundary of Bridgend. The site is bounded to the east by the Bridgend Science Park and Vale of Glamorgan railway line. The western and southern boundaries are made up of Merthyr Mawr Road and New Inn Road respectively past both of which are fields in agricultural use.</p>	
<p>9. Accessibility:</p> <p>The town centre and mainline railway station are approximately 1km to the north. The site can be directly accessed from the A48 (By Pass Road) which runs along the northern boundary and through the Bridgend Science Park to the east of the site.</p> <p>Bridgend railway station is situated off station Hill, approximately 1.8 km to the north of the site which is the main railway station within Bridgend and offers services throughout the Bridgend County Borough and south Wales, including 4 services an hour to Cardiff (throughout the day, Mon – Sat) and an hourly service on a Sunday.</p> <p>The site is currently served by a bus stop located at the entrance to the existing Technology Park – some 0.5 km from the middle of the proposed science / business park extension. Furthermore, Bridgend Bus Station is 2 km to the north of the site offering a wide range of services throughout the Bridgend County Borough and south Wales.</p>	

10. Site Constraints (Physical):	
The TAN 15 Flood Maps confirm that no sections of the site are liable to flood events.	
11. LPA: Bridgend County Borough Council	12. Development Plan: Bridgend UDP 2006.
13. Development Plan Allocation:	
E6(1) – (Bridgend Science Park / Island Farm) – Special Employment Site M14(3) – Sand and Gravel Resource Safety Area EV12 – Settlement Boundary	
14. Other relevant Designations:	
A small proportion of the site (south east) is undesignated (white) land.	
15: Planning History (if Known):	
The site has been the subject of several previous applications. The most recent, consisted of the WRU National Academy, Sports and Leisure Facilities, Hotel/Restaurant, Business Park, Housing and Access. Following consideration by the WAG (for potential call-in) the decision was referred back to Bridgend County Borough Council for determination and was recommended for approval subject to conditions and a Section 106 agreement.	
16. General Overview of Suitability for Proposed Development:	
The site is of sufficient size and configuration to accommodate the proposed development. The proximity of the Bridgend Science Park provides an excellent opportunity to develop the office element and the site characteristics to the West enable the incorporation of a County Conservation Area and ecological features.	
17. Overview of Availability:	18. Overview of Viability / Deliverability:
The site is available.	By virtue of the range of proposed uses / facilities, the scheme is viable, especially given the backing of HD Ltd which is substantiated by the current planning application (P/08/1114/OUT) on the site which is with BCBC for consideration.
19. Conclusions: Suitable, Available, Accessible, Viable and Deliverable.	
The site is both suitable and available for the proposed development of a sports village and science park. The strategic location, size and configuration are all conducive to a successful sports village development with adjoining office uses providing good access links to Bridgend Town Centre.	
In addition, given the commitment of HD Limited, the site provides a viable and deliverable option going forward.	

Appendices for Chapter 1-4 - Alternative Sites Assessment

Site Location:



1.5 Land at Brackla Industrial Estate

Assessment Table:

Land at Brackla Industrial Estate	
1. Site Ref: 4	2. Address: Brackla Industrial Estate, Heol West Plas, Bridgend.
3. Size (Approx): 7ha	3. Configuration: Rectangle
5. Ownership (if Known): Welsh Assembly Government (WAG)	
6. Topography and Other Site Details: The site has a slight increase in gradient from west to east.	
7. Existing Uses: The site is currently vacant. There are a number of informal footpaths running across the site.	
8. Adjoining Uses: The northern and eastern boundaries are made up by the existing Brackla Industrial Estate. The western boundary is characterised by the A4061 with the Princess of Wales Hospital beyond. To the south are residential dwellings and the associated road network.	
9. Accessibility: The site is currently accessed off an existing roundabout to the south of the site. Wildmill railway station is situated off Litchard Terrace, approximately 2 km to the west of the site, which offers an hourly service to Bridgend (town centre) station (throughout the day, Mon - Sat) however there is no service on a Sunday. There is also a further, hourly service to Cardiff (throughout the day, Mon – Sat) with no service on a Sunday. Furthermore, there is a bus stop on Coity Road (0.3 km to the west) which offers numerous services to Bridgend Town Centre, Maesteg and Aberdare – up to 20 services an hour at peak times.	
10. Site Constraints (Physical): A proportion of the site (western) lies within Zone C2 (area of floodplain without significant flood defence infrastructure) of the TAN 15 Flood Maps.	
11. LPA: Bridgend County Borough Council	12. Development Plan: Bridgend UDP 2006

<p>13. Development Plan Allocation:</p> <p>E2(1) – (Brackla Industrial Estate) – Key Employment Site</p>	
<p>14. Other relevant Designations:</p>	
<p>15: Planning History (if Known):</p> <p>None of relevance</p>	
<p>16. General Overview of Suitability for Proposed Development:</p> <p>The site only measures circa. 7ha and as such would not be able to accommodate the proposed development of a sports village.</p>	
<p>17. Overview of Availability:</p> <p>The (approx.) 7 ha site forms part of a wider site which has been put forward through the Local Development Plan process by WAG (the site owners) for a mix of uses including elements of residential, retail, commercial and mixed uses with a notable exclusion of any form of sports development. There is also a candidate site representation put forward on the site for a Tesco retail food store and petrol filling station. As such, the sites availability is questionable.</p>	<p>18. Overview of Viability / Deliverability:</p> <p>The site owner is proposing the site for a different use (see availability section)</p>
<p>19. Conclusions: Unavailable, Unsuitable, Constrained and Undeliverable</p> <p>The site is unsuitable for the proposed development considering the size required for the development of a sports village and science park. Furthermore, the site is also restricted by the development plan allocation as a key employment site.</p>	

Site Location:

